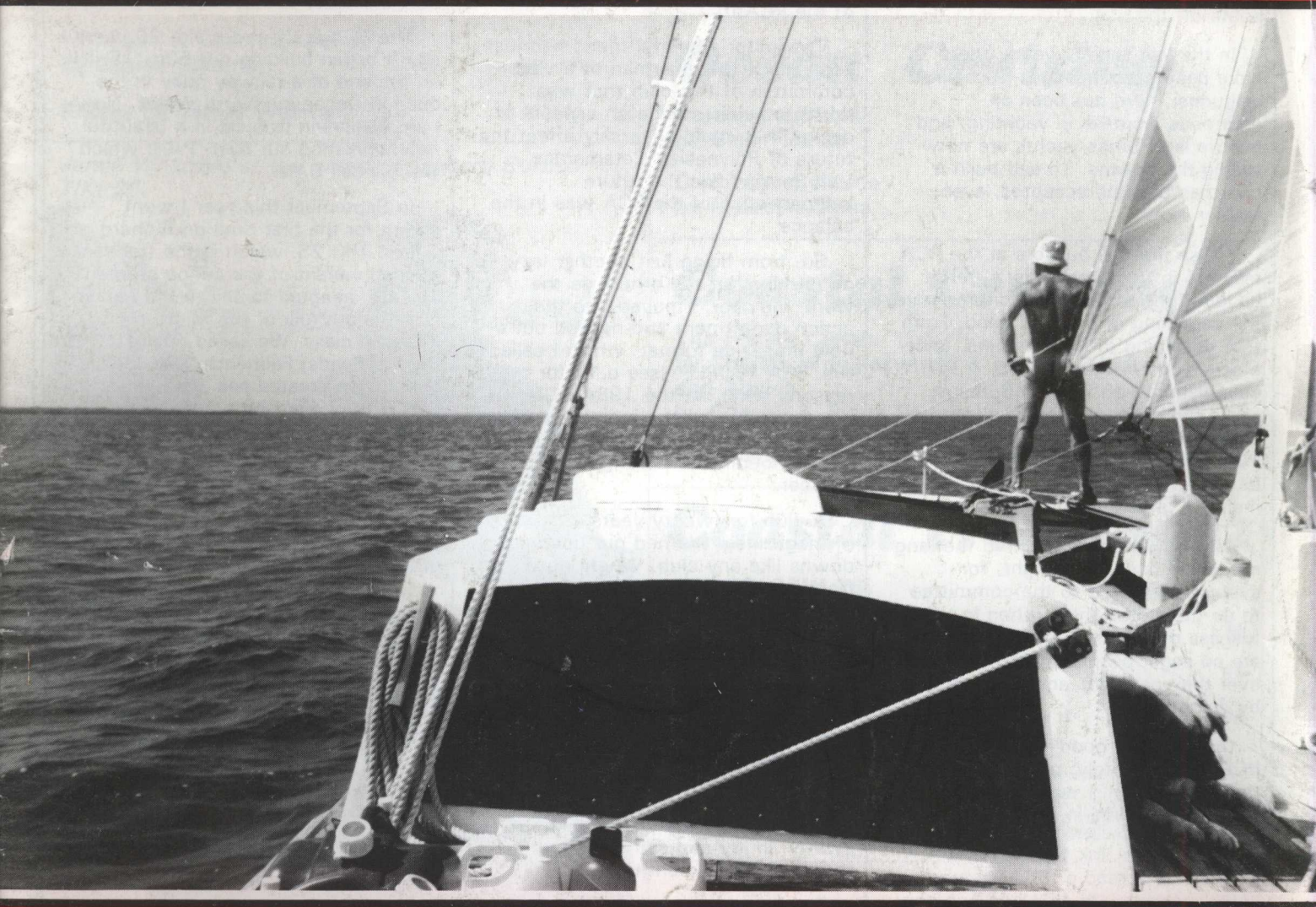
The Sea People/SAILORMAN

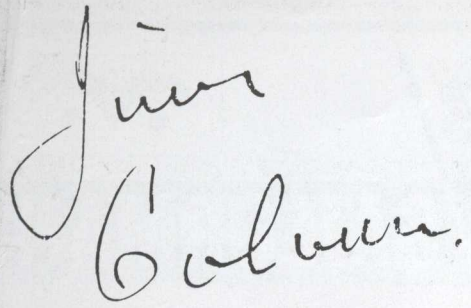
A boat enables you to go where you want, unencumbered by all the land based restrictions. The sea, an alien place to most people, can be an ideal environment to those adventurous souls who are of a more hardy and solitary nature.

Marten von Jena



20 YEARS OF PCA

No 7 December 1986



20 YEARS of PCA

I wonder how many readers remember, or know, how the 'Sea People/Sailorman' magazine came into existence, or how I came to be the editor, or, indeed, when.

The 'Polynesian Catamaran Association' was set up during the January 1967 London Boat Show by the first group of Wharram builders. There were 40 of us. We felt, and had reasons to feel, that, because we were self building our boats, and people on a low budget, we were regarded as lesser sailors with less ''Designed'' boats by the then British yachtsmen who could afford to buy boats off the peg.

In the last twenty years, there have been great changes in social attitudes; there has been an enormous increase in yachting, and hundreds of boats/yachts are now sailing the oceans. To self build a boat has become accepted, even fashionable.

Those first 40 builders at the PCA meeting in Veronica Twist's flat in London (one of our first editors) were the beginning of a social trend. From that beginning of 40 members, under a series of vigorous editors, culminating with Richard Bumpus, and a driving committee, headed by John Corke and Robin Fautley, the PCA rose to about 600 members, to be one of the biggest cruising multihull groups in the world.

A good committee can, in the long run, sometimes be a blight, for everyone leaves it to the committee to do the work. Then, when in the fullness of time, they get tired, there are no eager people around to take over their positions and 'show them' by doing better.

During these good years of the PCA, I, deliberately, played no part in the organisation. I was just one of the builders/owners.

An essential link between the world-wide spread of PCA members is the magazine. In 1981 – 83, a new editor very kindly took over the job, but unfortunately didn't own, and was inexperienced in Wharram catamarans, which created difficulties, the magazine no longer reflected the members' aspirations or interests. Membership, for the first time since the beginning, began to fall.

As a founder member of the PCA I could see the reasons why. Unfortunately the new editor did not consult me; but, a brash, new on the scene, rival multihull designer told him: ''There is nothing wrong with the magazine you edit, it is solely that Wharram designs are out of date. No new people are buying them, so there are no new members!!!'' **His** suggestion for the future of the PCA was, that it should be amalgamated with another British multihull club, which was established in late 1967 by the very people whose attitudes against self built boats had originally led to the forming of the PCA!!!

The editor's helpful friend had just been made the chairman of a vital committee of this club that was taking a public stance on aspects of design that could adversely affect the future of Polynesian Catamarans. Very murky, and the future independence of the PCA was in the balance.

So, from being just another lazy, do nothing, let the others do the work, member, I moved into the action department and hacked out a new magazine format, which I called the 'SEA PEOPLE' (see p.17 for the reasons why). At the 1984 AGM it was accepted by the members. Since then the membership, as expected, has climbed up to its original high number.

A club for twenty years, 20 years of magazines. We had our ups and downs like any club. Where do we go from here?

We stand primarily for the spirit of the individual Man (both sexes), finding and creating him/herself through the historic sailing artifact, the catamaran. The PCA's job is to explore, collate, give guidance by practical information and mental attitudes, so that people in the next twenty years will continue to sail their Polynesian Catamarans safely, swiftly, in joy and self discovery by the day, week, month or year.

To achieve this ideal, there has to be a sound infra structure in the PCA, as good as the one that existed in previous years. It is wrong for me to have a permanent position as editor of the magazine; nor do I want it. So, readers, start thinking. Apply your many skills to what organization and structure, in this age of modern communications, is needed to evectively run the world wide 'SEA PEOPLE/SAILORMAN' – PCA for another twenty years, without it becoming either a) an offshoot of the Wharram Design Office which, for reasons I will give later it cannot, or b) a hidebound, inward thinking club.

One person which Ruth regards as vital – and I cannot blame her – is the secretary. The last two secretaries had enthusiasm but also their boats which took up their time, so the job got abandoned, and Ruth, patient workhorse as she is, just began to work all hours late at night to do the job. This is unfair. So, a new secretary is a MUST.

The PCA is 20 years old. 20 years ago, I began building our 50ft. TEHINI on the end of a railway quay in the open in Deganwy, North Wales. Now, I am beginning to build in a beautiful, new workshop our 63ft. PAHI which we will call GAIA.

In September this year I went sailing for the first time on Richard Curtis' TIKI 25, which is the transom sterned variant of the canoe sterned TIKI 26, adapted to sail to the earlier 25ft. length rule of the Micro Multihull class. We sailed out of Carrick Roads, Falmouth, into the open wave crested sea. The new design flew over the waves like a beautifully skimming bird. It brought me back into contact with the inner sailing reality of my life, particularly when my young son held the wheel for the first time, and with his body swinging to the boat's motion, gave a great, beaming smile.

So, friends, James is more determined than ever to go back to the sea. After the London Boat Show next January my prime aim is to build our new ship. That is, apart from the rights or wrongs of the situation, why I cannot be regarded as a fixture in the editorial chair.

The first 'Sailormen' were simple, though arduous to produce on duplicated sheets. Nowadays, builders, sailors, readers expect more. It takes time to learn the editorial craft, which includes the magazine lay-out and artwork. So, those of you who have dreams of becoming the editor, start thinking now, so that, when I step down from this chair, a smooth handover can take place with the readers being aware of the change only by the improvement of the magazine.

The Sea People/SAILORMAN

The Magazine of the Polynesian Catamaran Association

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Survival

To the small boat sailer 'survival' has always been, and should be, an important word in his/her vocabulary.

As a designer of small boats, a major consideration in the design process is visualisation of catastrophy situations which the boats must survive.

The sailor, when stocking and preparing his boat for sailing, must always be prepared mentally and materially for the catastrophy situation.

These words read dramatically, but preparation and the mental attitude that goes with it, has long been known more soberly as seaworthy design and prudent seamanship.

In America and Britain some landsmen are now visualising catastrophies, not our sailing type, natural catastrophies of wind and waves, but manmade catastrophies of nuclear attack, foreign invasion, collapse of law and order. Books and articles in magazines, devoted to showing how to survive such catastrophies are now being printed. Shops retailing 'gear', clothing and equipment, to prepare and 'survive' are in a growth situation.

One can regard modern landsmen, interested in catastrophy survival as neurotic, as some English newspapers put it, a dangerous political tendancy, or even with survival courses as healthy good ''Fun''. What I have been looking for in the landsman's interest in catastrophy survival, is information, equipment and mental attitudes that can illustrate, compliment and assist our own, though there does seem some essential basic difference between aspects of our Sea Survival thinking and the landsmen's 'survival' thinking.

The landsmans' survival begins ***after*** *a catastrophy. We seamen accept natural catastrophy as a matter of course, and our 'Survival' means, and begins, NOW – in getting away from the big cities and pressure of the Western World.*

The 'Sea People/Sailorman' magazine has recently received from Martin von Jena an American NARAI Mk IV builder and owner, 3 articles that explore and explain our survival attitudes. The note in my editorial mass of paper reads ''combine them into one article''. On reading them I have decided to print them as sent, in the order I read them, for Martin, in a relaxed style, covers most of the practical and philosophic ideals that move most of us.

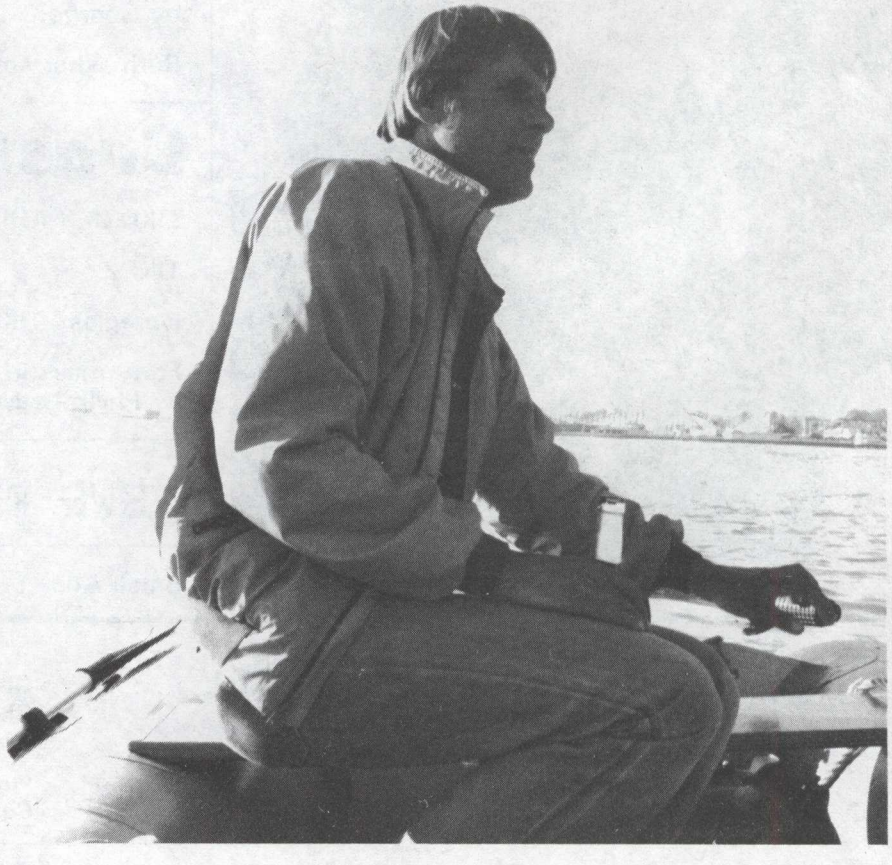
An Alternative Lifestyle

by Marten von Jena

The question of alternate Life Styles is one that most Westerners are seemingly preoccupied with, albeit subconsciously. Some seek alternates by aimless drifting, the on-the-road syndrome within the very society they despise, others into a fantasy world of addiction and drugs, and still others in frenzied activity for ''success''.

It is very hard to view true alternatives without ever having been exposed to them myself. Having lived in the Bahamas and other isolated places for many years and having often lived on isolated and primitive islands, I feel I am somewhat less removed from this objectivity. Life in these places is somewhat saner than life in the cities – the rush and bustle is not there, the pressure is non-existent and the climate, being mostly ideal, enables one to live with precious little. Also, often fruit, coconut, and sealife is abundant. The problems of ''making ends meet'' which so preoccupies most urban Americans, can virtually be eliminated. ''Real living'' may only be when the basic needs are readily and easily taken care of.

People, especially Westerners, may actually be the greatest problem of all. All too often they may be soft, acquisitive, and unprepared for spartan living.



Ken Neumeyer writes in his classic **Sailing the Farm**, "In the Pacific Ocean alone, there are hundreds of islands both big and small that are almost totally (or totally) uninhabited due to lack of modern convenience. As in so much of the world, the populations have flocked to the large ports in quest of a piece of the 20th Century dream."

I have in my possession a book called **Uninhabited and Deserted Islands** which gives exact navigational positions of these together with detailed descriptions of terrain, wildlife, vegetation, accessability, etc. This book covers hundreds of islands in all parts of the world. Moreover, it is still possible to do as Ten Bears, Comanche Indian, told a U.S. representative in 1867, "You said you wanted to put us upon a reservation (city), to build our houses and make us medicine lodges (and collect taxes). I do not want them. I was born upon the prairie where the wind blew free and there was nothing to break the light of the sun. I was born where there were no enclosures and where everything drew a free breath. I want to die there and not within walls."

Finally, don Juan in **The Teachings of don Juan** presents us with the supreme challenge. "*For me there is only the travelling of paths that have heart, on any path that may have heart. These I travel, and the only worthwhile challenge is to travel its full length. And these I travel looking, looking, breathlessly. It is the consistent choice of the path with heart which makes a warrior different from the average man. He knows that a path has heart when he is one with it, when he experiences a great peace and pleasure traversing its length.*"

Still interested? The problem is how to put this theory into practice. What does it take to live in the foregone manner described? Well, first and foremost, a clear and justifiable philosophical approach. What do I want, why and how do I obtain it?

To live in primitive areas one must unfortunately be equipped with more than the book knowledge and sophisticated gear. This is not to say that modern technology has no place in primitive places, for it has. However it can never become dominant, for then it creates the very environment one is seeking to escape. Peter Caddy, founder of Findhorn Commune said that to establish a successful alternate life style today, one must take the BEST of the OLD and the BEST of the NEW. It goes to say, however, that attunement to the land (or sea) and survival skills upon it have very little to do with equipment; rather with attitudes, skills, and adaptation. The Polynesians who lived on the vast Pacific Ocean were people who adapted supremely. They thought of the ocean as their natural habitat and home, not someting to be traversed as rapidly as possible, a foreign element. All their efforts were to make life as pleasant and comfortable as possible while living on, or peripheral to the ocean. Without this attitude they would never have established a beautiful and lasting civilization, as they did.

The point is, can we Westerners recapture and enjoy this way of life. Well, a good vessel, with shallow draft for beaching and ample deck space for sunning, can be had. Such a vessel can carry supplies for months and accommodate 8 or so people in relative comfort. I say comfort, but I am not speaking of "Westerners" comfort and the reader must make that "enlightened" distinction to stay with me in thought.

People, especially Westerners, may actually be the greatest problem of all. All too often they may be soft, acquisitive, and unprepared for spartan living. The cities with their specialization makes for soft living. Who today grows his own food, makes his own cheese, sprouts, designs his own clothes and shoes, repairs his boat, builds his own water distillers and so on? Who has the skills or time? Most people are too busy punching the clock at the local factory or workshop.

Could you develop the right skills? Do you have the desire for change? Are you prepared to sacrifice? In **A Separate Reality**, don Juan muses upon this problem. "*The spirit of a warrior's last battle on earth. Thus the outcome matters very little to him.*" A far cry from the television-drenched urbanite in his module, fearing for his ill-gotten security!

There is much knowledge to be gained. Some modern people have pioneered in this kind of knowledge. James Wharram is a Westerner who pionered in the area of vessel design. He based the design of his Polynesian Catamaran on the ancient Polynesian designs and he used modern materials, thus taking the best of the old and the best of the new. Ken Neumeyer shows how to live on the ocean, harmoniously and without raping it and others.

We hope you may be encouraged to join our humble venture for we are small and insignificant in the creators design.

To leave you with the thought so foreign to western teaching and all that we have learned in our schools, "The world around us is a mystery and men are no better than anything else . . As long as you feel that you are the *most* important thing in the world, you cannot really appreciate the world around you. You are like a horse with blinders, all you see is yourself apart from everything else . . Self importance is another thing that must be dropped."

May the Great Spirit teach us to live for the common good.

Problems of 'Making a Living'

by Marten von Jena

"Making a Living" is a relative idea. The pygmy in the Congo picks fruit and nuts abounding around him and makes simple housing and artifacts. That is his "Making a Living". The New York stockbroker never has enough, for he rarely knows "what" he wants – he only wants more money.

Therefore, the first consideration is, what is needed to "Make a Living" and how do you go about it? Needs and wants are two very different things. To fully understand this concept, one really has to read the master treatise on the subject, H.D. Thoreau's **Walden** Classic, which deals with this subject in full.

For us more mortal beings, the idea of doing without horrifies us. That is because all our lives we have been indoctrinated into the capitalist empire which has little to do with needs, mostly with wants, especially the superfluous ones.

Basic material needs are simple, as observing any animal's habitat may prove. Food, shelter, and clothing are the three basic elements of our existence; anything else may enrich our lives but is hardly essential on the material plane. More necessary are spiritual needs such as love, affection, acceptance, play and a feeling of self-worth.

In light of this reflection, it should not be beyond a group of prudent people, living on a semi-native, self-sufficient boat to "Make a Living".

Living off the land in wilderness places is of course the most ideal and realistic practice for intrepid voyagers. And there are islands enough, uninhabited and in the South Pacific, teeming with coconuts, vegetation and sea life.

For those less adventurous souls who seem more dependent on civilization and have a hankering for it, there is the, what I might call, "Compromise Living". That is, that occasionally one takes one's vessel, with certain homemade or natural goods readily bought by civilized people, from isolated areas (being a home base) to less isolated ones. »→

Trading may also take place between more sophisticated and less sophisticated areas. For example, fish hooks are relatively cheap here, expensive on many South Pacific islands. Dried fruit is expensive in California and much less so in native areas. The idea of moving goods is an old and well tried one and deserves consideration, provided it is not exploitive.

Here are some examples of how one might gain a ''living'' gracefully while inhabiting a cruising vessel.

1. Seaweed – there is a good market for dried seaweed in the west.
2. Dried fruit or coconut.
3. Making artifacts in wood, macrame, rope work, earrings, jewellery.
4. Chartering.
5. Writing (if you have something to say).
6. Trading and hauling.
7. Tropical fish.
8. Fishing and netmaking.
9. Trading medical supplies, salves, ointments, etc.
10. Making gift items from natural materials for Western markets.

An Alternative Lifestyle in Embryo: Particulars

by Marten von Jena

Late in 1982, Alice C. .and I decided to build a 40' Wharram Catamaran, a vessel based on Polynesian ideas, constructed of modern materials such as Luan, Honduras Mahogany, silicon bronze ring nails, and System 3 Epoxy glue, amongst many other vital materials.

The line of boats which we chose was a NARAI Mk IV, the largest and most streamlined of the Narais, with flush decks and wide hulls – a true ocean going cruising vessel with shallow draft for beaching, weighing 3 tons net, and having 3 tons carrying capacity. NARAI Mk IV began with ''RONGO'', a similar boat built and designed in Trinidad some 20 years ago by Wharram.

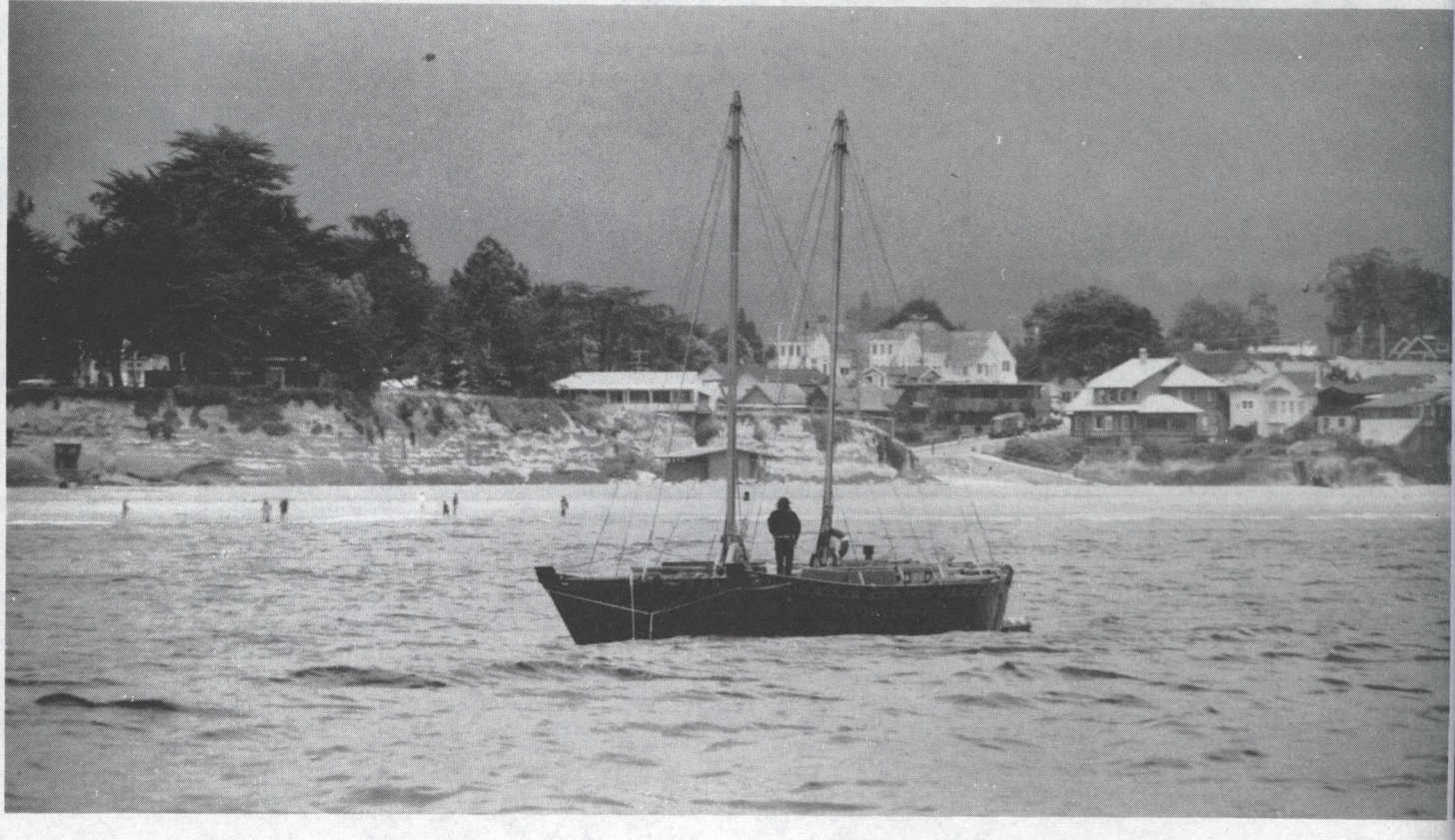
This boat was to be a passport to the islands that I had loved and frequented in my younger days. In 1966, I made a sojourn to Tahiti and many years later ended up living in the Bahamas for some six years. Many times since I have briefly returned to these beautiful shoal islands with their azure waters and happy people. The ideas for this boat were nurtured there long before I ever set eyes on the plans or heard of James Wharram.

It was basically the simplicity and authenticity that attracted me to Wharram's design. The Polynesians were firm believers, as were most indigenous peoples, that the elements were to be cooperated with, not fought. Thus their boats rode above the water, not ploughing through it. The idea of the monohull is based to some degree on Western philosophy, namely that the environment has to be subdued, overcome, or in the least fought.

Expense was another factor. Where on today's market can you buy a boat with 600 sq. ft. of deck space for $20,000, built of mahogany? By building the boat ourselves, we figured we would save the main expense in a boat, namely the labour.

A boat enables you to go where you want, unencumbered by all the land based restrictions. The sea, an alien place to most people, can be an ideal environment to those adventurous souls who are of a more hardy and solitary nature. And I am one of those.

The island life has always appealed to me so that at the age of 32, I was managing a discarded coconut plantation on the Island of New Providence, Bahamas, along with working for the Government as a Physical Education instructor and running a diving operation as another side line. It was the pinnacle of my life/dreams – living in the sun, off the land and sea yet in close proximity to the civilization that I sometimes craved. Later, I was to live on much more primitive and isolated Bahamian islands. Many skills and attitudes were developed in myself during those happy years. Many improvisa-



tions came about through lack of conveniences and distance from large industrial centers. On Cat Island, a weekly mail boat was the only life-line between the residents and the outside world as far as manufactured goods were concerned. One had to make do with what one had, and electricity, for instance, was not one of those luxuries the island afforded.

Still later, I helped deliver a 51' Ketch from China across the Pacific to California. When we decided to build "Saudade" (pronounced Saodadje) we simultaneously evolved a plan for her usage, to aid us to realize a dream. The boat was to be a floating home, a platform on the sea where one would take one's leisure. By this I mean not a vessel to rush from A to B, scurrying along for fear of the elements. Rather, a floating island upon the sea. This is not to say that this would be foolishly and dogmatically pursued in stubborn defiance of nature . No, no one in their right mind would sail blissfully into the eye of a hurricane. We decided, based on the insightful teachings of Peter Caddy, founder of Findhorn commune in Scotland and Maui, that we would incorporate the Best of the Old and the Best of the New, discarding the rest. In this way we would better be able to meet the elements and survive on a not always benign terrain. This meant that we most certainly would have short wave radios, barometers, and important navigational instruments, keeping in mind always to steer towards simplicity – as Thorseau said, "simplify, simplify, simplify", when he talked of a successful way of living. **Walden** was the "proof of the pudding".

We intend to live where the climate is favorable, that is, always warm and where vegetation and sea life is ample. The South Seas is the natural choice for California based adventurers. We hope to be a fairly self-sufficient floating platform, incorporating solar stills, solar driers, solar cookers, sprouting trays and subsisting on such delicacies as sprouts, fresh and dried fruits, bee pollen and honey, seaweed, sailor's cheese, and sprouted Essene bread along with other foods such as nuts, olives, nut butters, and seed cheese, all of which store well, are nutritious, uncooked (except by the sun) and cheap to provide. Sprouted grains, seeds, and nuts shall be our staple. Seafood and the whole vegetarian issue is another story, and being one who has loved seafood himself, I am loathe to judge the advisability of eating it, though I am tending to steer away from it myself, in general.

Where to live is another consideration, along with whom. A lot depends on the group of people living together and this most certainly is the greatest factor in the making of a successful commune; namely, how well do the people within it get along. Do the persons have similar ideals, share, cooperate, and have reverent approaches toward their creator, his creations and creatures. Or are they arrogant, wasteful and destructive. These things will decide who will have the right to enter the new age, "the Kingdom", for allegedly only the meek shall be able to do so. The murderers of the planet and each other will have their due reward and that is what they want. The doe flees from the tiger by choice and necessity.

In the coming years I see a disintegration of the most complex and sophisticated societies. This is because a house divided against itself cannot stand. Systems that are based on over-exploitation and disharmony with nature may be temporarily rich and prosperous, but finally the price for everything must be paid in the cosmic world. Energy systems beget energy systems, love begets love, and hate, hate. Every action has a reaction. The Western Civilization is on a dangerous precipice, uncertain of its collective future. The mad magicians have armed us to the teeth, only for mutual destruction. Wise and sane societies do not develop nuclear bombs, nor even contemplate them. Only over-sophisticated and barbarous people allow their psyches to roam these hell-ridden realms – the meek are fortunately preoccupied with gentler things for "as a man thinketh, so is he".

I bring this up in light of the fact that I consider some places to be better and safer to live in than others. Although one may argue that in today's world all places are less safe. Be that as it may, it has been our decision to live with our maker in closer harmony, discarding man-made temples for God-made ones. The ocean is one of the larger God-made elements and we intend to savor it once again, God willing.

We would like to attract likeminded people who are adventurous and versatile, and who care little for social success or standing. We hope to have a predominance of female energy to harmonize, teach and heal. The next two thousand years will be the age of love – the elevation of the female energies, I for one do not want to be left out of that, do you?

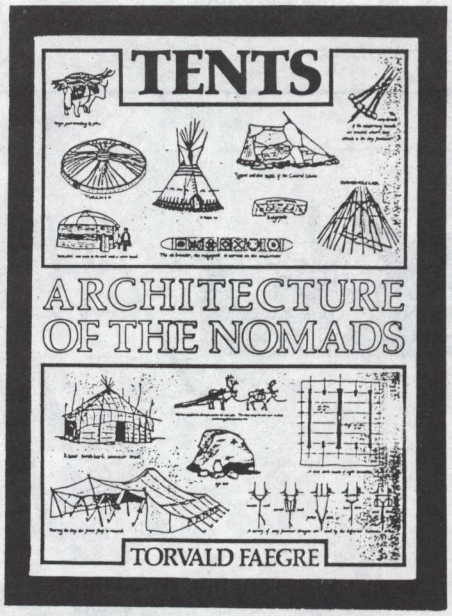
Whatever you may bring to this cause in the form of inspiration, ideas, talents, labours, or material goods will be an offering and will not be lost. It will enrich your life and that of others. Happiness should be a natural conclusion of these ideals and practices.

May the Great Spirit help us to live together in perfect harmony.

Survival Have You Read?

This survival section is being combined with 'Have You Read?'. Some people scorn book learning. There is, in truth, no substitute for actual experience, but a book can tell you which fungi are poisonous or which shellfish or fish can kill, which cloud in the sky warns of gales. A well stocked bookshelf and the study of books is a great shortcut along the road to actual experience.

Martin von Jena, in his writing, shows the two aspects of successful sea-living (and this also applies to 'holiday' coastal trekking); mental, psychic attitudes and technical skills. Mental, psychic attitudes vary from person to person. A sincere Christian can face the ultimate storm with some comfort, with a prayer and belief, likewise a student of Buddhism and/or Zen, whilst a Shaminist can try to ride the wings of the storm. If you, the reader, do not understand the above paragraph, you will after your first storm!!



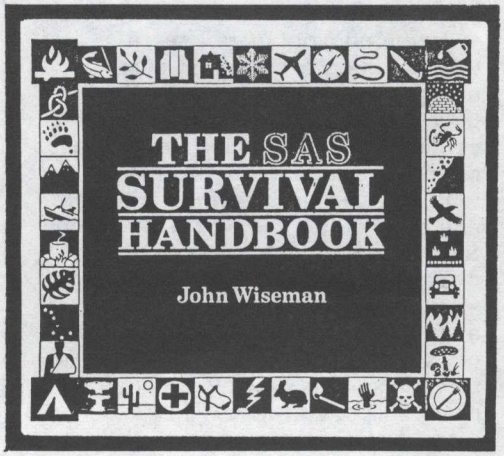
Some mental, psychic attitudes can be studied and thought out, and a clear exposition of one comes from the book well worth reading **'TENTS, ARCHITECTURE OF THE NOMADS'** by Torvald Faegre, published by John Murray, London, by arrangement with Anchor Books, U.S.A. →→

"The nomad's possessions are necessarily few since everything must be moved frequently, so each object has its exact place where it can be found the moment it is needed. Our own haphazard method of moving – with waylaid articles and mass confusion – would surely amuse the nomad. The nomad always knows where everything is, whether when on the move or when camped. All loose articles are stowed in boxes and bags. These containers are much like the tent itself – tough yet flexible. The woven bags or bent-wood boxes are as important as the tent itself: the tent shelters the nomad, the containers shelter his possessions. These bags and chests, along with mats, rugs, and cushions are all the furniture that the nomad needs – although a few nomad tribes use portable beds, and the tipi dwellers have their lazy-backs to lounge against.

Because the nomads must limit the quantity of possessions, each object is designed to fulfill as many functions as possible. This is especially true of the tent. The Netsilik Inuit turn their summer tent into a winter sled by rolling it up and pouring water on it which freezes solid. The Siberian Koryaks use their sleds to hold down the tent cover in the fierce winter winds. The Qashqai and the Plains Indians turn their tent poles into rafts to ferry themselves across the rivers they encounter on migration.

*We have much to learn from the nomads about **living**. Our society is highly mobile, but we have adopted a few of the tools that make nomadic life a pleasure. Even if we never live in a tent, there is much to be said for the nomad's way of life under the tent roof."*

Well that is as clear an exposition of how to regard the organisation, and useful possesions of our boat life as you will ever see written. I am reading the book for ideas on deck tents, for the decks of our designs are, in general, under utilised in port.



S.A.S. Survival Handbook

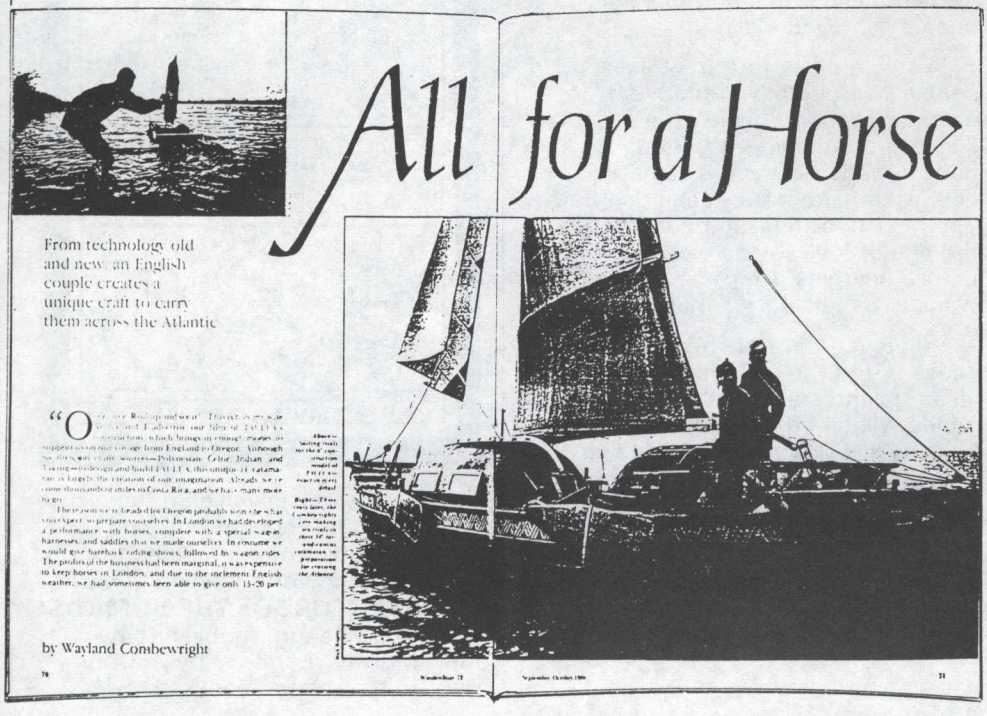
One new book on the bookshop shelves and which SHOULD be on every Wharram catamaran is the 'S.A.S. Survival Handbook' written by John Wiseman published by Collins Harvill, London, price £10.

On the back of my copy is printed *"John Wiseman served for 26 years with the Special Air Service (S.A.S.). His book is their complete Course: how to survive outdoors, on land or sea in any weather, in any part of the World."*

If you are a reader that gets put off by military attitudes do not ignore or get a wrong impression of this survival book. For what it is worth, my personal experience of really tough survival military men, British Marines, S.A.S., ex Foreign Legion, is how secure and gentle as people they are. This book will not only give survival attitudes and an unbelievable amount of necessary information for your boat life comfort. It can be the base of an alternative education course for yourself and your children whether on ocean cruising or coastal trekking.

All for a Horse

To get a clearer picture of what these sea survival skills and attitudes can add up to, beg, borrow, steal or, to be certain of possession and ownership, BUY the September/ October 1986 issue of 'Wooden Boat' (Subscription Dept., P.O. Box 956 Farmingdale NY 11737) for an article on page 70 **'All for a Horse'** by Wayland Combewright who, with his partner, built an ocean cruising (about 35') catamaran out of self split ash staves skinned with up to 20 layers of tanned brown paper re-enforced with 3 layers of 20oz canvas.


All for a Horse

From technology old and new, an English couple creates a unique craft to carry them across the Atlantic

by Wayland Combewright

No, it is not a crazy idea; they used the ideas inherent in the Irish curragh for hull shape, construction and material. The Irish curragh is one of the last surviving examples of a once world wide type of craft. Its survival shows us today how bright and skilled our ancestors, with alternative life styles, were. According to comments from private sources, the builders also had a good look at a 35' Wharram being built near them!!

Wayland Combewright and his partner Aruna (are they, I wonder, their 'given' birth names, they seem so appropriate, or are they their chosen adult names) illustrate and serve as an inspiration towards the ideas expressed by Martin von Jena and held wholly or in part by our builders.

Please, do not write and ask me to design or modify our designs in the light of this article. I have known of, and seen, Irish curraghs during my sojourns in Ireland beginning in 1961, and long ago I thought of curagh catamaran hulls. I assure you a sheet of plywood, sometimes with one layer of epoxy and glass, sheathed over it, is very labour saving, and when you add the time factor it is economical.

We follow in our designing the quote of Peter Caddy, the Findhorn founder mentioned by Martin von Jena; "one must take the BEST of the OLD and the BEST of the NEW". These remarks are to save me writing in answer to questions like: "Why don't you . . . etc.?" I still advise you to get a copy of Wayland Combe-wright's 'Wooden Boat' article to have on your shelf.

Martin von Jena in his article mentioned the book 'Sailing the Farm' by Ken Neumeyer published by Ten Speed Press. This book has already been mentioned in a previous issue of 'Have You Read?'

During the 1986 winter months when Andre Viljoen stayed with us he studied the book and practised its speed sprouting 'cupboard gardening'. From a food pleasure aspect, I can vouch that it works. Here is Andre Viljoen's own account of the book and his own 'gardening experiment'.

Sprouts

by Andre Viljoen

In the last issue of the 'Sea People/Sailorman' Robert Childers commented on Ken Neumeyer's book 'Sailing the Farm'.

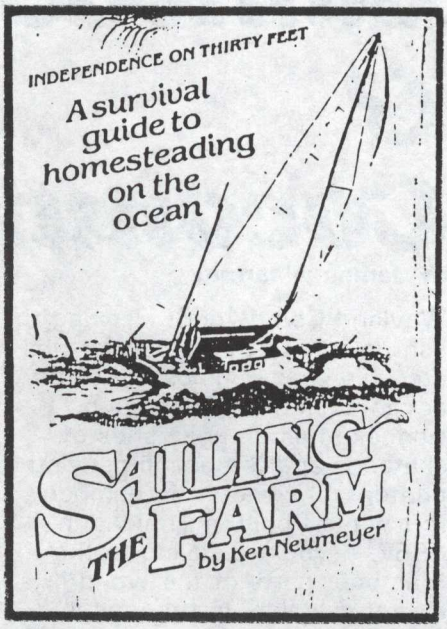
In January we were sent a copy; I arrived at James Wharram Designs about the same time and read it enthusiastically. It contains a large amount of precise practical information on how to survive on the sea with a high degree of independence and also organisation.

Ken Neumeyer deals with a broad range of topics, covering solar stills, fruit driers and growing small size vegetables from special hybrid seeds. A number of suppliers are listed but they are based in the USA.

The wide deck space of a Wharram catamaran and its stability makes it a highly suitable base for such activities – all of which have, incidentally, been carried out on monohulls by Ken Neumeyer.

A large section of the book is devoted to sprouting seeds, pulses and cereals. This section interested me especially as it requires the least amount of space and equipment and is most suited to small boats such as the TIKI ROA, TIKI 26 and TANE NUI. With this in mind I started producing a crop of sprouts and since then we have had some sprouts ready for use almost every day.

Cruising sailors have been using bean sprouts as a food supplement for years, and with good reason. They produce a supply of fresh crunchy food with very high nutritional value. For storage they are very compact and expand by 4 or 5 times once sprouted. Their only disadvantage is the use of water required for sprouting and even this is very little.



NUTRITIONAL VALUE

Sprouts are ideal for scurvy protection. Ester Munroe, in her book 'Sprouts' says that almost ½ a cup of almost any bean sprouted is equivalent in Vitamin C to 6 glasses of orange juice. Sprouting in general causes a 4 to 5 fold increase in the vitamin content of the unsprouted bean. The vitamin A content is also high in sprouts.

PROTEIN CONTENT

Sprouts have a high protein value but if meat is not used you need a mix of different types of sprouts to get the full range of protein required by the body.

Sprouts are usually divided into 3 classes based on their origin:

1. Pulses – Beans and peas
2. Cereals – Rice, barley, wheat and millet
3. Seeds & Nuts – Sunflower and various nuts

By mixing sprouts from each of the classes a good protein balance can be provided.

When we digest proteins they are first broken down into simple amino acids; starches are broken down into simple sugars. During the process of sprouting this happens in the beans or whatever is being sprouted. Therefore sprouting aids in acting as a form of pre-digestion.

In cooking, complex proteins are also broken down but many vitamins and enzymes are destroyed in the process.

Pulses are particularly high in iron, phosphorous and B group of vitamins. They also have a high fibre content and low fat content.

By leaving the sprouts in sunlight before eating the shoot can begin to turn green and produce chlorophyl. This is very beneficial due to its antitoxin and oxygen carrying abilities.

WHAT TO SPROUT?

Almost any seeds, pulses and cereals can be sprouted but the following are **poisonous**:

Tomato seeds
Potato seeds
Petunia seeds

We have found the smaller beans to be the tastiest, larger ones such as soya beans tend to be leathery and tasteless. These larger beans benefit from steaming for about 10 minutes before eating. Soya beans do have a very high protein content but require care in sprouting. They need 24 hours soaking. and the water in which they soak must be changed every 8 hours. They must be left about 4 days to sprout with rinsing every 4 to 5 hours during this period. They seem to be much easier just to cook.

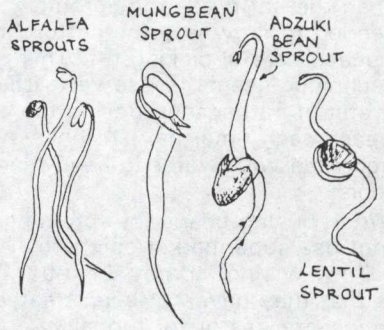
As starters for sprouting Ken Neumeyer recommends the following:

Wheat	Buckwheat
Alfalfa	Sunflower
Mung	Fenugreek
Almond	Pea

He details the requirements for sprouting a total of 25 types of sprout. We have tried the following and found them pleasant and easy to sprout.

Alfalfa	Mungbeans
Brown Lentils	Small & Large
Adzuki beans	Green Lentils

We tried soya beans but they are not too tasty and we found sunflower seeds as good unsprouted as sprouted.



HOW TO SPROUT?

Most sprouts are grown in the same way.

When sprouting keep sprouts in a dry, dark, warm place – the bilge works well.

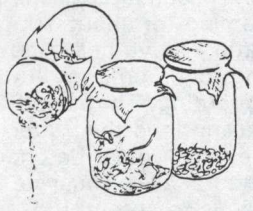
1. Soak the beans, seeds, cereals or nuts for 1 day rinsing at least once
2. Depending on the temperature, keep the sprouts moist for 3 to 5 days. Rinse at least twice each day and more if it is very hot. Rinse each morning after breakfast and again after the evening meal

The sprouts taste best when their shoots are still quite short about 1.5cm for small lentils or 2cm for mungbeans. Each morning I start a new lot of beans and at lunch-time we use the most ripe sprouts, in this way we have a constant supply.

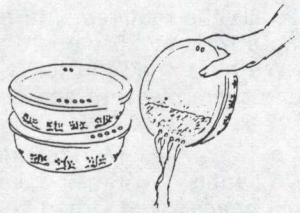
WHAT EQUIPMENT IS NEEDED?

There are 3 basic alternatives: – Glass Jars, Trays or Damp cloth

1. **Glass Jars** The beans are placed in the jar and it is covered with muslin. This lets the rinsing water be swilled around and poured out without losing any sprouts. In warm climates jars do not allow enough ventilation.



2. **Trays** We have used empty margarine containers (see drawing) and simply swilled water around the beans and poured it off taking care not to lose more than a couple of sprouts. With a few small holes in the lid or some nylon stocking over the top of the tray there is no loss of sprouts.



3. **Damp Cloth** After the presoak of 1 day the beans etc can be left in a damp cloth or towelling. This has worked well with us but paper towelling has been easier to use than the cotton as the sprouts tended to grow into the cotton and needed careful picking off. This technique seems to use very little water as rather then rinsing the beans each time they are only sprinkled with water to keep them moist.

When buying beans for sprouting do not use supermarket split peas etc. They will not sprout. Also be sure that they have not been treated with insecticides or for fungal growth.

They are best bought from 'health food' stores. 3 rounded tablespoons of dried beans etc., will produce about 3 cupfuls of sprouts.

A largish tupperware container of various small beans lasted us almost 3 months. A book by Frances Moore Lappe 'Diet for a Small Planet' gives various nutritious combinations for sprouts. All of the nutritional data here has come from Ken Neumeyer's book and 'The Bean Book' by Rose Elliot (Fontana paperback).

Bamboos & Coconut leaves

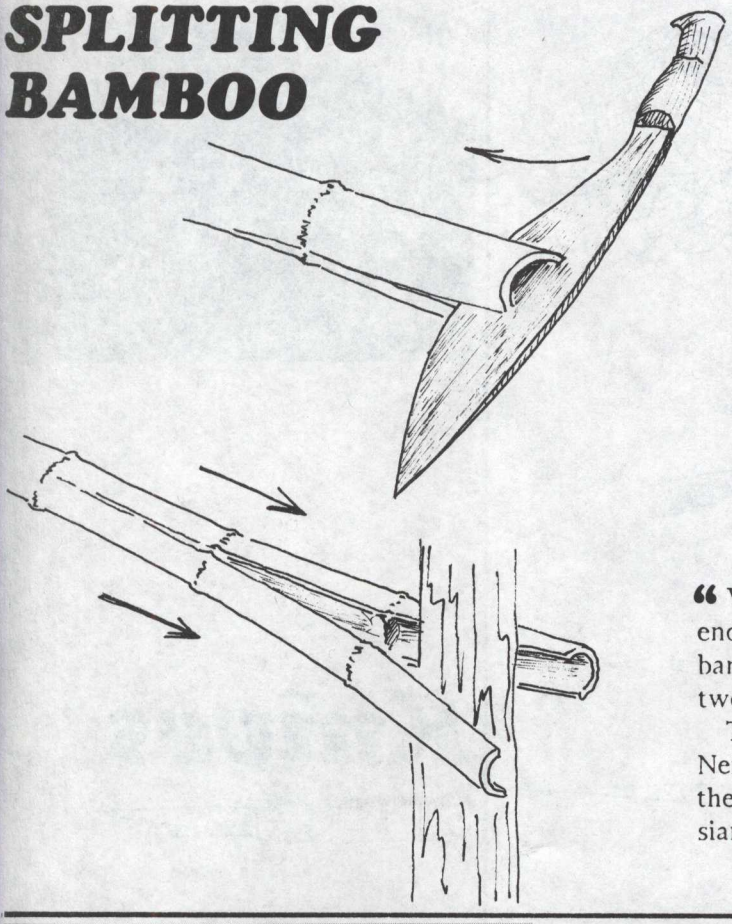
by James Wharram

Wayland Combwright cleaving the ash poles into thin strips for ribs etc., his boat reminds me of the advantages of cleft bamboo. Hanneke has done a series of sketches and the accompanying photographs show the bamboo raft home I built in Trinidad in 1957. If you are sailing to the 'Bamboo' parts of the world it is a very valuable, in the useful sense, cheap resource. Study its uses from shelter to cups and spoons and many other uses inbetween.

Likewise coconut leaves. Woven as shown in the photographs and sketches, they make magnificent airy, beautiful (to look at) and cheap 'awnings' and sun covers for deck water tanks.

Jutta in the House raft built in Trinidad in 1957. Note the split bamboo walls and coconut leaf screening.

SPLITTING BAMBOO

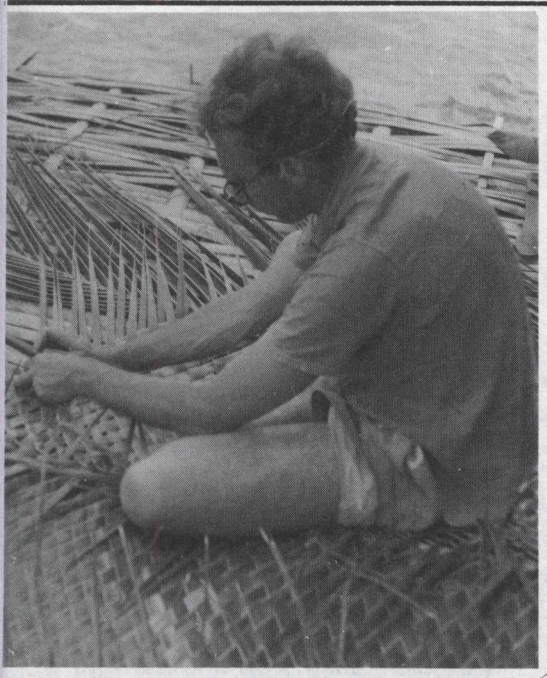


"We split the end of a bamboo with the cutlass, put the split end against a tree, then with me pushing and Ruth pulling, the bamboos split into two pieces using the tree as a wedge. From two pieces, we split it into four, then into eight.

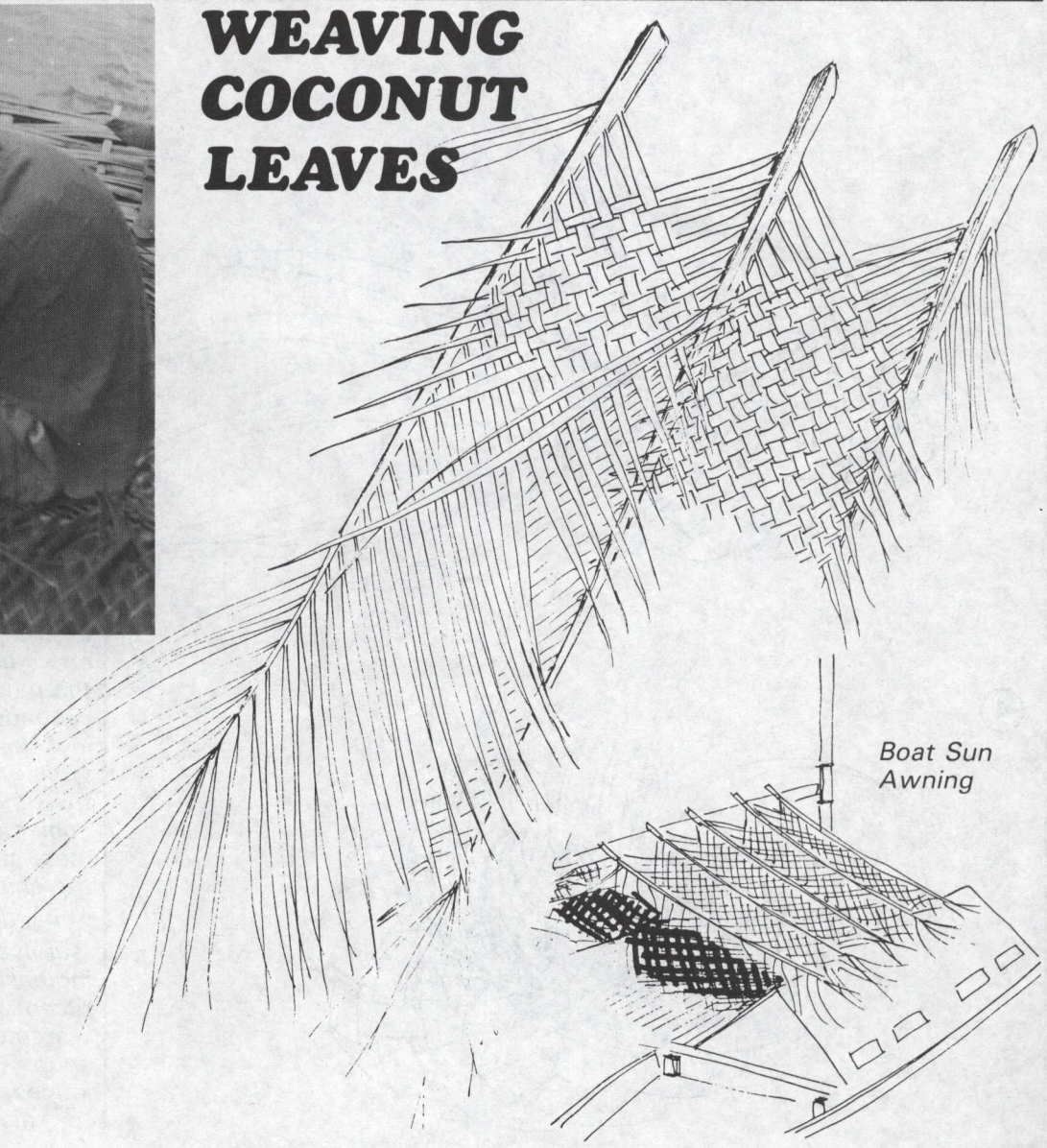
Then, from a pile of strips, we wove the bamboo walls. Neither of us had ever done this before, nor had anyone on the island. All our information came from pictures of Polynesian houses in books."

From "Two Girls Two Catamarans".

WEAVING COCONUT LEAVES



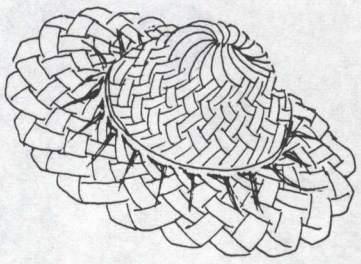
James weaving coconut leaves as screening for the House raft.

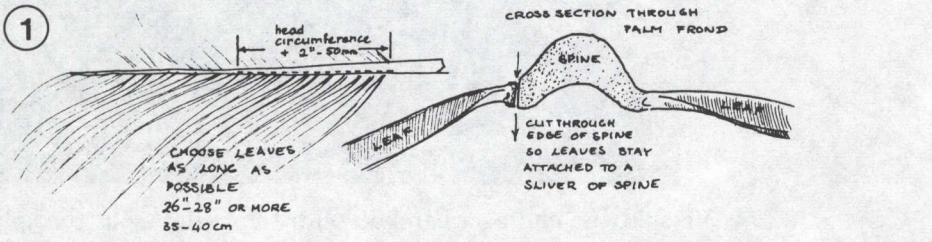


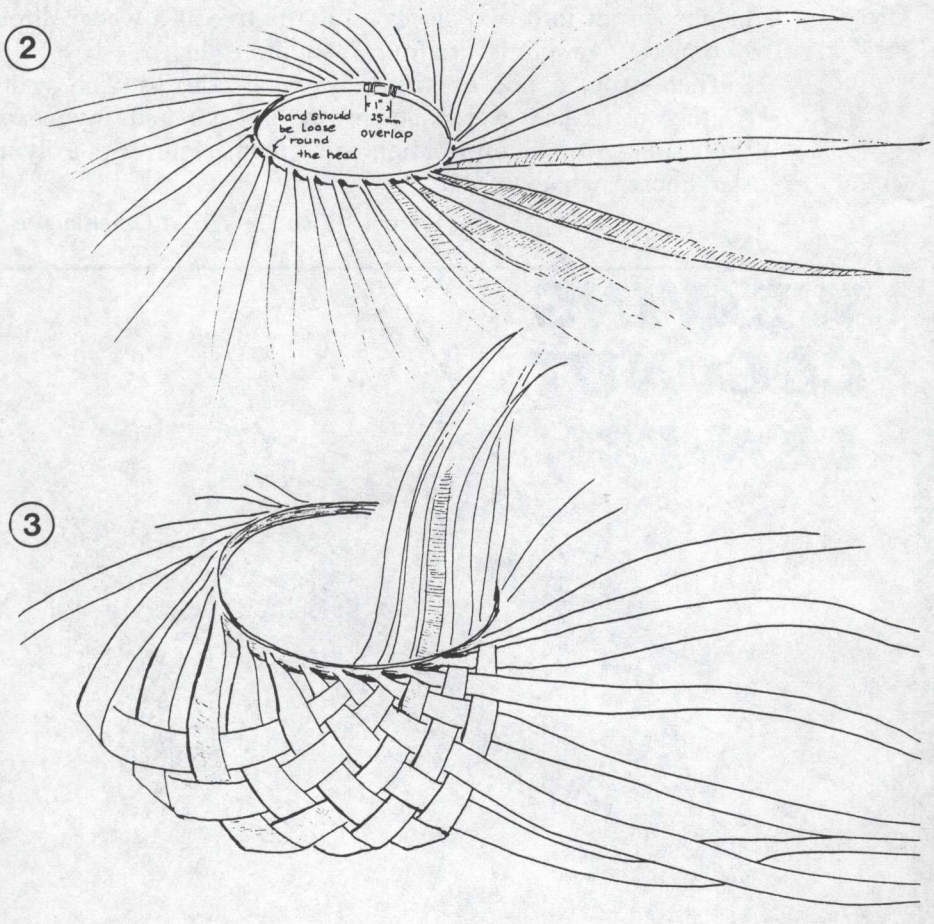
Boat Sun Awning

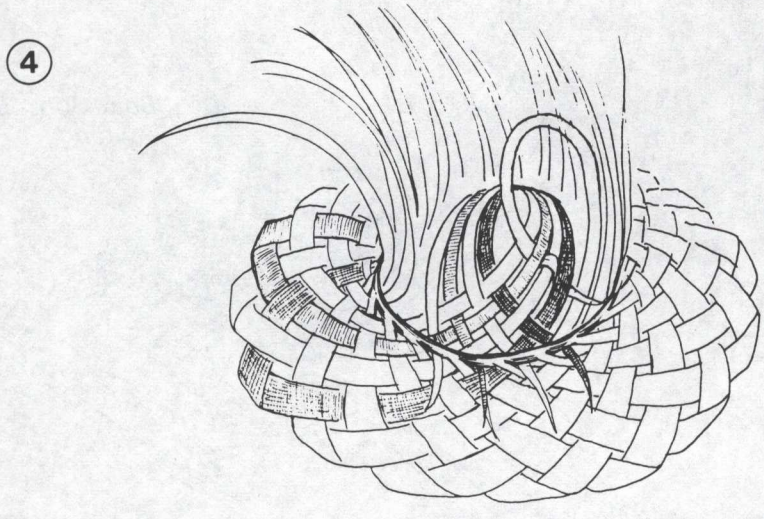
Coconut Leaf Hat

by Hanneke Boon









Knives

by James Wharram

The British Survival magazine that I have been reading is called 'Survival, Weaponry and Techniques' sold at W.H. Smith. It is the magazine that has attracted adverse press attention.

I have been reading it for the articles on tents, sleeping bags, medical advice, food storage, wind power electricity, generators. I am not interested in the gun write-ups but I am in the news on knives, for the knife is a vital work tool in the sailor's life.

You may have noticed that the standing rigging on a Wharram ends with a rope lanyard. One of the reasons for this is that IF a mast breaks and hangs overboard, a quick slash with a knife from one's belt, or just stationed by the hatch, and it is free in seconds, as against having to look for spanner or bolt cutter when you use rigging screws. By the time you find these heavy implements, rolling half afloat, the mast can have smashed a hole in the ship's side.

Parallel with the rise in 'survival' interest has come an increase in knife types. On a recent visit to France my mouth watered at the frequent sports shops with superb, beautiful knives, from all over the world, for sale and on display.

Which is the best knive for boat use can be very confusing. Some are very expensive, the top knives, like for example, the Wilkinson Survival knife (yes the same firm that makes razor blades) can cost with VAT £195.

There is a Japanese knife called the TANTO at £109 and the American Buck knife approaches the Wilkinson Survival knife in cost, beautiful to look at but are they the best for our use? It is true that such knives can shave one, hack through an oil drum, then shave one again, but do we need this? A knife is such a personal possession I will make no authorative statement but illustrate the knives that have been useful to us over the years.

1. My favourite work knife for 20 years was made from a heavy file by the first TANGAROA builder, Eric Jones. He served during World War II in Popski's Private Army, a fore-runner of the S.A.S. This knife is strong, easy to sharpen, good for cutting bread, meat, fish, rope, wood, not too heavy or bulky to carry around the waist. Its dimensions are:
   Blade 7¼" x 1¼" x 1/32"
   185 x 32 x 6 mm

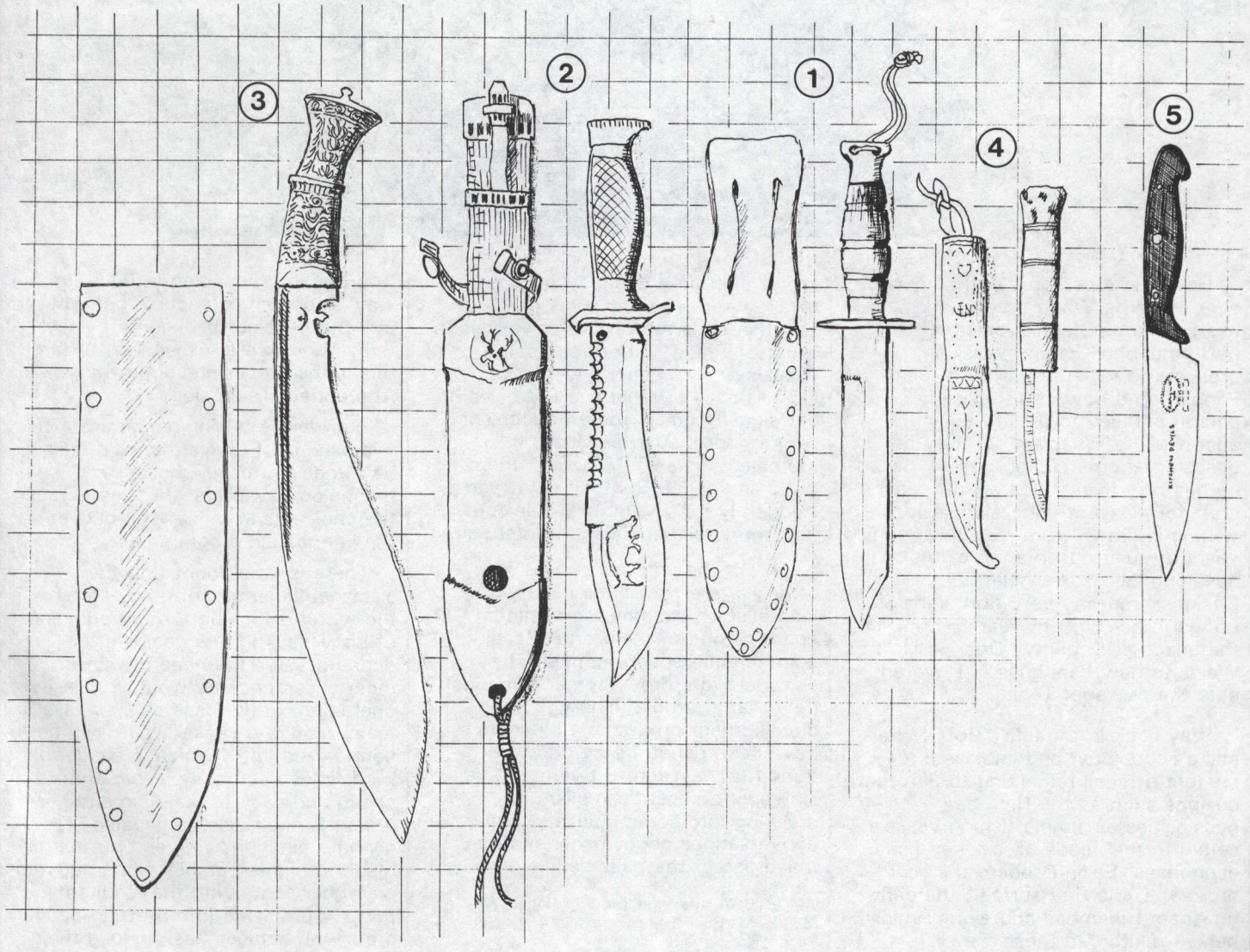
2. This knife was bought two years ago for £35 and is a "Rambo" style hunting knife made in Spain with 'AITOR el Montero' marked on the blade. This is a most beautifully balanced knife to look at or hold in the hand, but after usage I came to the conclusion that it is designed for chopping blows not cutting strokes which my Eric Jones' knife is. Most of my knife work appears to be cutting/slicing. A further disadvantage is the hardness of its stainless steel blade. It does dull and to touch up the blade with a small wetstone is very hard and tedious work.

3. The chopping knife is needed on shore for bushwork or indeed in boat building. I have often roughly trimmed down to width timber with a hand axe or a chopping knife which in my case is a Nepalise Kukri, given to me about 20 years ago. It seems from an article on Kukris in the November Survival Magazine that my Kukri is a special issue. As a chopping knife it is perfect.

4. Frequently I ask to borrow Hanneke's knife, one of the most unobtrusively beautiful knives I have ever seen. It was given to Hanneke by Ole Bentzon at the Danish PCA Meeting in 1982.

   It is a traditional hand made North Swedish/Lapp knife with a blade only 3½" long!! The handle is made of Reindeer horn, birch and birch bark rings, beautiful to hold and with the light weight and sharp blade, you have the control of an artist's brush or engraving tool. We always call it her magic knife; it seems to have such a special feeling.

Knives are a very personal thing, so think hard before you buy. Do not scorn high quality carbon steel kitchen knives of the type made for serious cooks or butchers. Some I looked at in France and Britain, at a size between my Eric Jones knife and Hanneke's, cost no more than £10 with well shaped firm handles. (5) If you make a sheath for one you could end up with a good cutting, slicing boat knife at a reasonable cost. (Hint: To prevent carbon steel knives rusting, oil them *and* the inside of the leather sheath with used cooking oil)



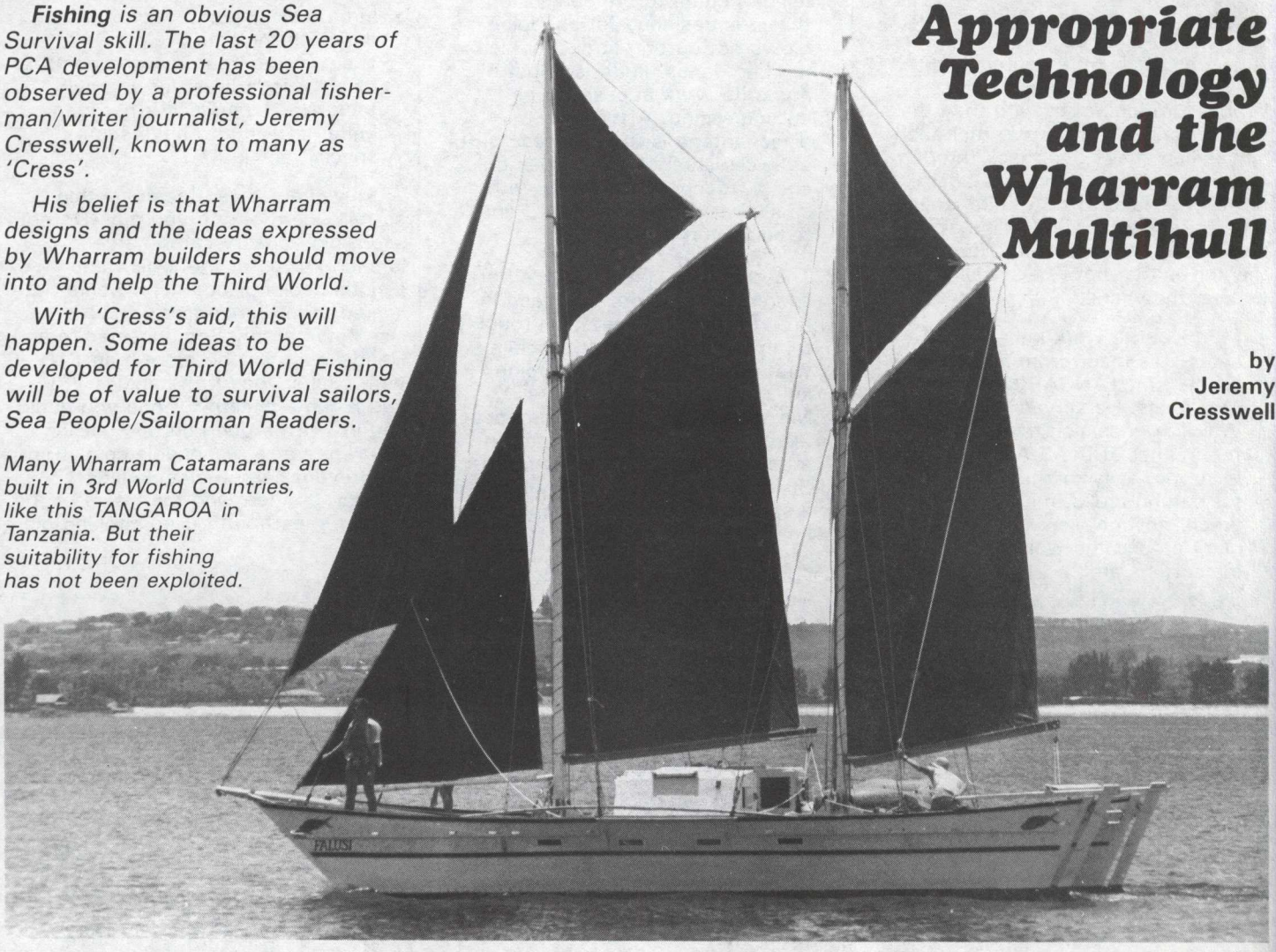
Appropriate Technology and the Wharram Multihull

by Jeremy Cresswell

***Fishing** is an obvious Sea Survival skill. The last 20 years of PCA development has been observed by a professional fisherman/writer journalist, Jeremy Cresswell, known to many as 'Cress'.*

His belief is that Wharram designs and the ideas expressed by Wharram builders should move into and help the Third World.

With 'Cress's aid, this will happen. Some ideas to be developed for Third World Fishing will be of value to survival sailors, Sea People/Sailorman Readers.



Many Wharram Catamarans are built in 3rd World Countries, like this TANGAROA in Tanzania. But their suitability for fishing has not been exploited.

How can a person who has never ever owned a Wharram cat, and who has been intimately involved with hefty monohull fishing vessels presume to taint the pages of Sea People? And how can that same person proceed to proffer advice about how a Wharram cat may be used for commercial purposes when he has only ever sailed aboard such craft for pleasure? The excuse for writing is drawn from nigh on twenty years of quiet observation of the development of the Wharram Designs, from my very first sight of Rongo in her twilight years, sitting on the beach at Deganwy Dock in North Wales to new Pahi hulls in Devoran near the dowager Tehini.

Way back in the late 1960's whilst still a schoolboy, and later as a student, I recall remarking to Jim that designs such as the Hina had possibilities as simple fishing vessels suited to the needs of low key fishery economies. Sailing aboard the Hina prototype, the first surfcat, the early grp/foam Hinemoas and even Tehini herself reinforced these views.

For nigh on a decade I became totally wrapped up in working Scottish style motor fishing vessels in West Scotland . . both as fishing vessels and as general workboats. Occasionally I would see a Wharram cat slipping quietly down a loch, or lying in ports such as Oban, (I stumbled acorss TORTUGA* there one rain sodden Scottish day), and frequently my thoughts would turn to its commercial application potential.

To cut the yarn short, in 1985, after years of freelance fishery journalism, I became the assistant editor of one of the world's leading commercial fishery journals. The editorial work drove home to me just how many terrible fishery development programme blunders have been penetrated worldwide during the last ten to twenty years. However a sense of realism is creeping into some quarters. Many conversations about fisheries today make use of the buzz handle –

Appropriate Technology. this 'right way' approach is laudable but what a pity that it is not backed up by the term Appropriate Management. Surely this is the proper precursor to Appropriate Technology.

But we are talking semantics. The microscope of criticsm should really be turned on to the choice of technology available, those who make the choices and those who budget the various aid programmes.

There is little doubt that the artisanal fisherman of many parts of the world is looking for an upgrading of his vessel and its gear; but he does not have the need of, nor in most cases does he want, a massive upgrading. In the case of the vessel, many require a vessel which can be harmonised with, which is cheap to fund, cheap and easy to run and cheap and easy to maintain and repair. It must also be capable of giving a genuine living and not merely result in higher catches being negated by higher costs with the resultant poverty problems (often fitting native craft with engines has plunged their

* TORTUGA, the Narai Mk II of Ronald & Marylee de Boer (Hanneke's sister) see Sea People No. 5, page 10.

users into greater poverty – the engine needs paying for, it needs expensive fuel which is not often easy to get and it needs repairs).

When an aid programme is set up the field workers generally report their recommendations back to senior advisors who are too often remote from the reality. They make their equipment choice from a relatively restricted ring of contacts. They have to work within strict budgets, usually dictated by the big international lending agencies – the World Bank, the Asian Development Bank, et al.

As far as the writer can perceive, the number of modern and genuinely artisanal vessel designs is quite restricted, none more so than in the field of catamarans. One catamaran design, the Sandskipper, was developed especially for artisanal type work. But it is relatively costly due its being developed for a restricted market. The UK's Overseas Developrnent Administration had had a great deal to do with this particular design.

It puzzles me that 'those who know' within ODA, FAO, and other august organisations, have not cottoned on to the Wharram cats. After all, over 5,000 have been built, they are scattered to the four winds, they have been built under palm trees and in lands of ice and snow and they are essentially ARTISANAL IN CONCEPT. No other multihull designer can beat the Wharram claim.

I believe that the simple fact that most Wharran designs receive pleasure use only has masked their fundamental artisanal characteristic. They are more workboat than yacht. The Pahi's remarkable similarity to the great Hawaiin double canoes is no accident. For twenty years I have waited for someone in the agencies to wake up and apply Jim's designs to at least some of the artisanal fisheries . . . in the Pacific Basin where the multihull is indigenous is the prime example. It would be less easy to argue in favour of their use off the beaches of some other areas – Senegal for example, or indeed any other part of Africa where the multihull has no track record.

How does one adapt a Wharram cat for commercial fishing? Which of the designs are best suited to such an application? The front running designs are, without much doubt, the smaller ones such as the Hinemoa, Maui, Tanenui and Coastal Trek designs. Perhaps it is the latter which possess the greatest appeal as they combine 'modern' good looks, exceptional simplicity and a useful portability.

The readership of this journal need hardly be reminded of the successes which the Coastal Trek designs have achieved. The ease of construction, efficiency of design, versatility, the sailing rig, facility for a simple motor installation, even the aforementioned portability, are all highly important factors when conceiving a good knockabout/cruising design. They are even more vital when considering a fishing boat design where the budgets can be painfully thin – especially for artisanal fishery programmes.

Let us look at some of the qualitites which a fishing boat worth its salt should have: –

Simplicity – well this goes without saying in all Wharram designs.

Strength – again the Wharram designs have amply demonstrated this quality over the years; in combination with Flexibility of course.

Seaworthiness – Artisanal craft often have to work off long oceanic beaches with a surf running, either that or they have to work out of shallow and exposed harbours. Classics, Pahis etc are excellent for this.

Carrying ability – Most artisanal fisheries tend not to be bulk fisheries, the catches are small and do not represent a great weight. As such, the Wharram designs are not bulk carriers, unlike many modern 'quart into a pint pot' monohull fishing boats.

Manoeuvrability – This is a highly desirable virtue when working with most kinds of fishing gear and is an area where the multihull tends to lose out. I could spin my old Scottish MFVIs in their own length by working ahead and astern alternately and making use of the paddle wheel effect created by a large, slow-turning screw. When a fishing boat is working gear, it is often necessary to jill about to ease the pressure on the gear being handled, e.g., a long line, as well as on the hauling equipment – say a capstan. Often this means lying shoulder or quarter to the wind and sea. It seems logical that the Wharram designs can overcome some of the handling whilst hauling problems by hauling between the hulls from a point well forward, or well aft (perhaps extending the bridge deck would help too). Quite a lot of power is needed to make a multihull turn (sail or wind). I think that in the case of cats with outboards it is frequently the choice of propeller speed and pitch/diameter which leaves much to be desired. MFVIs are sods without big slow propellers . . . cats seem to be too. If a sailing rig is being used then key features are low and powerful. The sleeved gaff rig of the Coastal Trek designs seems ideal.

Versatility – A valuable asset with any boat. A Wharram multihull should have no difficulty when working with lines, poles, traps (pots), gill and drift nets, and seines. Trawling, except with the lightest of gear, is going to present problems due to the lack of weight. Even in the days of trawling under sail it was more or less universally agreed that a hefty lump of a vessel was desirable to achieve a decent momentum. (Some years ago, the Russians constructed at least one large motor catamaran for fishery work and which could work trawls successfully.)

Shelter – Considered a must, both in cold and tropical climes, as a matter of practical comfort. This could quite routinely mean the fitting of a 'wheel shelter' which would also house instrumentation. The pleasure sailor enjoying a sunny day of sailing often fails to realise just how valuable a wheel shelter is. Remarks can often be overheard . . . ''ye gods! Spoil the vessel's line with a bloody wheelhouse''. Having worn a wooden oilie for a good many years, and also having sailed for pleasure, I know which I prefer! Ask anyone who has worked commercially.

Hold Space – To keep a catch in good condition it has to be stowed properly. This generally means a hold of some sort. The very construction of a Wharram boat means that incorporating two, or four holds into the hulls is easy. Drop-in cool boxes are a further refinement.

Machinery – A winch of some form, even on a sailboat, is of enormous value. Today, there is a wide range of lightweight hauling winches avaialable – electric, hydraulic, direct engine drive, powered from an outboard and so on. A direct drive unit could be powered by a tiny Briggs and Stratton engine deck-mounted in a donkey engine stall box. Of course, they are excellent for anchor handling too.

Propulsion – Sail propulsion has already been mentioned. There is little doubt that the sleeved gaff sail and its stubby 'Dutch' gaff is excellent, as also is the sprit rig. Shortening sail rapidly is often needed aboard a sailing fishing boat. The marconi, bermudian, rig is incapable of rapid handling in many situations, especially with a tiny crew. Engines, if they are to be used, should be of the genuine heavy-duty type. Yamaha excel in the making of tough commercial outboards . . . petrol and diesel versions. Anything else is simply throwing your money away . . . average pleasure duty outboards will fold up with commercial punishment. Diesel inboards are the sensible option for big Wharrams however.

In conclusion, the multihull is seriously undervalued in Western eyes when it comes to its use in commercial fisheries. How short sighted we are.

I can be contacted via James, Ruth and Hanneke regarding fishery work and the application of Wharram boats to it.

Dolphins

By James Wharram

Following my remarks in Jim's Column about wishing to sail away on my new PAHI 63 and study dolphins and whales, many readers, at the building stage of their boats, will wonder 'what is it all about, why a column on dolphins?'

WHY DOLPHINS?

I cannot state often enough to the people around me, indeed it should be an essential part of every person's education, that the sea covers approximately 73% of the surface of this planet Earth. In fact it should be called Planet Sea. We, who build boats and attempt to live as Sea People, very quickly come to realise the vastness of the global sea area.

Until one has become adapted, it can be very frightening; very lonely. A hundred miles away from land, bird life becomes minimal, the colour of the sea is so different from that of the land. All seems empty. Due to the wind disturbance, and the boat speed, one rarely sees fish. Usually, when one does, it is the bigger species (particularly in the Tropics) like the Shark. Whilst they do not all behave like the famous white shark in the film 'Jaws', they always send a shiver through me from their effortless, silent swoops of power through the sea. Into this strangeness and loneliness come the airbreathing dolphins and whales. Dolphins do swim alongside the boat to interestedly 'look at you', to share part of the journey. What feeling dolphins in the sea close to one can give is expressed in this letter from a would be TIKI 31 builder, Andy Mikesell, of Penngrove, California.

''I went to a nude beach today near where I live. It was a completely undeveloped stretch of beach between a Marine Military training camp, Camp Pendleton, and a State Park. I was thinking of you all and how you advocate such naturist ways. It was really very nice – for years I have really strayed away from such ways. To be out swimming in the ocean, catching waves, forgetting entirely about being naked, then looking up out of the foam and being surprised to see all those people on the beach with no clothes on was a nice experience.

There were some porpoises nearby playing in the waves. They were of the big variety, powerful swimmers. You could see 2 or 3 inside the wave playing just before the wave broke. Hey, it was like I felt them just before I saw them. I was the first one to see them. Everyone stood up and went down to the water's edge to watch. Then the porpoises ambled off up the coast. Later they came back, and I somehow was tuned into them again and was the first to see them. Such occurence may be INTERLOCKING somewhat. What do you mean when you use the term 'interlock', or is that just a name of a boat?

After today I once again understand better where you are coming from. Oh the ambience of that beach. The boats, like you are currently designing, are more appropriate than boats people want when they are further away, and not tuned into their own simple natural self. When men are involved in pursuing their own personal goals, the beauty and grandeur of nature are soon out of tune. All attention must go to the tasks accomplishing self-imposed personal goals.''

DOLPHIN 'INTERLOCK'

Andy Mikesell asked, 'What do you mean by the term 'interlock':

The term 'interlock' was coined by a New Zealander, Wade Doak. He was the founder and editor of the New Zealand Diving magazine. How dolphins became part of his life is described in his book 'Dolphin, Dolphin'.* He came to be part of our life in 1979 when we discovered that he was using a Wharram RAKA design, sailing the coast of New Zealand, to 'interlock' with dolphins. By this he means when wild, free swimming, dolphins make an effort to approach humans and communicate by body gestures and sounds.

In 1975, one of the famous dolphin 'ambassadors' that have approached swimming humans, called Donald or Beakey, came to Milford Haven, in Wales, where we were living at the time. Hanneke and Ruth, thrilled, swam with him in the sea, touching him. From then on, part of our consciousness was on this aspect of our seaworld. Ruth began contacting people who were interested, as we were, in free swimming dolphins. People who were prepared to accept that you can no more learn the true reality of Dolphins' thoughts and life by sticking them as a prisoner in a dolphinarium, than one could study chimpanzees or apes in captivity in zoos, or, for that matter, human species with a rich thought life, but poor in material possessions like the Australian Aborigines and the African Bush Man, in a bare prison compound. By 1982 it became clear that a missing element in people's attempts to study wild free swimming dolphins was the knowledge of boats and the sea, and training people for the sea. I/We had that knowledge, and we offered to provide it as our contribution to a group effort.

Illustration from Wade Doak's book 'Dolphin, Dolphin' of a RAKA, people – dolphin Interlock.

Wade Doak has written:

DON'T TOUCH TILL INVITED

"The most important lesson we have to pass on from 10 years studying cetacean/human relationships, is the rule "don't touch until you are invited". For many divers, discussing their first encounter, the conversation goes like this: "How close did you get? Did you touch one?" Humans place huge importance on this. I now see it as implicit dominance behaviour: touch, grasp, ride, harness, control.

To dolphins, like most animals, touch is a very important stage in a relationship. Mutual trust and respect must be established first. While some humans kiss on their first date, with dolphins it usually takes repeated acquaintance before they accept interspecies contact, and most often, they initiate it. We are the dangerous ones, with manipulative, grasping limbs. I now see such contact as a reward for good manners and empathy."

* 'Dolphin Dolphin' is being reprinted by Hodder & Stoughton. Available January, from J.W.D. at, we hope, £15 surface mail (airmail extra).

Renewing contact: Hanneke being towed by the TIKI 21 off the North Cornish Coast. The friendly dolphin cruises alongside developing empathy, but not coming closer than 6' away.

FRIENDLY 'LONE' DOLPHINS

After taking part in a dolphin television film, shot off the Point du Raz, the most Westerly point of France, in 1983 with the TEHINI acting as 'Star' and base, we turned our attention to a local dolphin trying to approach Man, on boats and in the water on the North coast of Cornwall. During the winter of 1983/84, we used our 'empathy' to speculate on what would reassure him. As a result, in June/July 1984, assisted by a superb Dolphin LInk team of 6 sailors/swimmers, men and women, and the TIKI 21, we succeeded beyond our wildest dreams.

HUMAN PROBLEMS

To people who dream of empathy and physical contact with dolphins, their empathy back can show itself in vigorous sexual display. The 'experts' had kept this knowledge to themselves; at least our British 'expert' had. To mature people with knowledge of human and animal behaviour this is just interesting, and trustingly/touchingly beautiful. But to those with sexual hangups, it can appear frightening and dangerous.

WHAT HAPPENED

Our dolphin 'expert' was a friend of a local boatman/boarding house owner, who went to pieces at our dolphin's sexual display. This man insisted wildly and hysterically, that it was the bodies of the naked Dolphin Link girls who, on the few warm days, swam without wetsuits, that instigated the dolphins sexual behaviour. Whilst this hoo ha was going on, the dolphin 'expert' who could have thrown a commonsense account of other dolphins' sexual displays he had experienced, as a calming influence in the crisis, was too busy organising television and press coverage with HIM displaying the dolphin 'empathy' established by the work and friendship of the Dolphin Link team, (especially Alistair Stewart, the first person this dolphin had body contact with.)

Then, we realized, the innocent beauty and freedom of the wild dolphin has the same confusing and disturbing effect on Western Man's psyche as did the original Polynesian sexual/life attitudes in the 19th and early 20th century.

Bernard Moitessier, the great French ocean sailor (have you read his book 'The long Way'?) always said, that there are two types of humans: Sea People – yes, that is where the title of this magazine comes from – and Shore Bastards! Bernard may be a bit extreme, but at times, one is tempted to agree with him.

After our beautiful first contacts, driven away by the bad vibes, it was several weeks before we returned to the dolphin during which time he had been harassed by media and tourists. At first we avoided physical contact until he pushed between close swimming Hanneke and I. He tried to lead us away, back to the far reef where he had lived before his 'human experience'. It was too far for us to swim and we turned back. That was the last time we saw him. Soon after, we were told, he had bitten the hand, not severely, but enough to draw blood, of the boarding house owner, and he would give very painful butts to the people with him. Then he vanished back into the 73% ocean world.

THE FUTURE

It was this experience more than any other which determined the continuation of Dolphin Link to be based on Sea People operating in far from Man reaches of the ocean, using a special dolphin ship.

Sea People with the attitudes as expressed by Marten von Jena, Sea People with the experiences of Glen Tieman and the openess of Andy Mikesell are the key to opening communications with dolphins.

Their work, allied with the skills of specialists like Anthropologists, Electronic Acoustics engineers, Animal Behaviourists and Biologists is the only way for dolphin research to go.

We are gathering those specialists around us under the title of Dolphin Link. One of them is Dr. Nick Webb, who has a fistfull of degrees from English and American universities. He also headed a British Government Research into animal 'stress' in farm buildings. He is supplying data for a parliamentary investigation into pesticides. He was the young scientist in the late '70s who worked as a barman to support his studies of the dolphin Donald/Beaky, studies that entailed hours in the sea *at night* as well as during the day. Here is his advice for our Sea People to study:

What to do to swim with the Dolphin

by Dr. Nick Webb

SIGNPOSTS

"Information is a difference which makes a difference"
(Gregory Bateson)

"Knowledge is created through our actions"
(Jean Piaget)

"Creativity is the surprising juxtaposition of ideas from two completely separate frames of reference. Depending on the context, the outcome can be scientific insight, or an artistic creation, or just plain funny."
(Arthur Koestler)

GETTING STARTED

First find a dolphin, or a whale. To avoid any ethical hassles about harrassment stay away from people who make a living out of the tourist trade. Better still, let the friendly and curious wild ones come to you. That way it's their choice.

ON GETTING WET

1. Preparation

a) Get fit. There should be a whole chapter on this. Things like – the best training for swimming is swimming – not jogging, not weight training, but swimming.

b) Work on your breathing. If you are not happy with water up your nose you can't swim yet. Dolphins swim so fast that it is almost immaterial how fast you can go anyway. They are super-fit decathlon stars compared to us. But it does matter whether or not you can breath properly.

Practise in a pool with a face mask and snorkel. There is a very good exercise that is required by the British Sub Aqua Club. It involves letting your face mask flood completely full of water (so you have water trying to go up your nose). What you have to do is hold the top of the mask against your face and breathe into the mask until it is full of air again. Get to a point where you can chuck snorkel and mask in the deep end, dive down, find them with your eyes open. Put the mask on and the snorkel whilst at the bottom and clear the mask by breathing into it. Then swim to the surface and before breathing in, clear your snorkel with a puff. Then breath.

Dolphins sometimes initiate contact with a threat gesture. Christina Lockyer describes Donald (alias Beaky) as swimming fast straight for her. This is how they attack sharks, it is said, with cruising chin butts to the kidneys. In Christina's case Donald stopped dead in the water without hitting her. Being confident with your breathing will help you recover safely, should you find yourself short of breath, momentarily disorientated, and with your snorkel and face mask full of water.

Whilst I prefer not to wear scuba tanks when swimming with dolphins I do think one should be a competent diver. Membership of a dive club and regular training with them promotes safety consciousness. It also helps you understand diving physiology – which is very relevant to understanding dolphins even if their physiology is different.

Yoga breathing excercises are tremendously useful both for control and for awareness of the breathing business, which we take for granted but which I think is a big deal in dolphin culture i.e. amongst dolphins. It's a social activity, and a conscious activity. The first time you meet a strange adult male dolphin as heavy as a young bull, and just as strong, are you going to breathe with him, or against him. Floating on the surface with a snorkel I will breathe quietly at my own pace, and try and appear as relaxed as possible.

Having said all this, the vast majority of in-water friendly encounters with wild dolphins must involve people with no special dive gear or training, such as the hundreds, if not thousands, of holidaymakers who have met the friendly wild dolphins Beaky (Donald), Percy and Jean Louis off the coasts of England and France.

2. Cold and Exposure

In temperate latitudes you will need a wetsuit. Get properly trained. Thick wetsuits are warmer but can be more restricting and tiring. Dry suits are better but it can be dangerous for a novice diver to dive in, on account of the fact that a dry suit with air in can shoot you up to the surface feet first. This is likely to give you a burst lung, the bends and permanent deafness. Having got to the surface you are not safe yet, you might hit the propellar of the outboard and get slightly sliced up. I prefer snorkling on the surface, just with flipers, a face mask and a wetsuit.

3. Backup

Teamwork is safer, it's more fun, you can achieve, see and observe more. On the other hand you will establish more of a rapport on your own. Perhaps one person in the water, with a backup in the boat, is a good combination.

4. Fear

I went through about four fear thresholds when swimming alone with a large friendly wild free swimming bottlenose dolphin. All the other accounts I read seem to imply there is nothing to get scared about. They do not kill people and they do save peoples lives. They are incredibly gentle with small children. But I've been scared on occasion, and have seen other people scared. Partly there is fear of the unknown, but also

there are risks of genuine accidents occuring during boisterous play.

"Yesterday Andrew was held down momentarily by the dolphin, at a time when Andrew was short of breath and surfacing from a free dive." (This was written at Devoran in 1984 after an outing with a Wharram crew to visit a friendly wild adult male bottlenose dolphin resident off the northcoast of Cornwall.) Discussing the behaviour afterwards with the other members of the team, it was not obvious why the dolphin had done this. It is sometimes observed in captivity as a punishment meted out to naughty infants dolphins by their mothers.

Donald (another earlier friendly male bottlenose around these parts) used to sometimes appear to tease or provoke people. Strange dolphins meeting for the first time have been observed to threaten each other, and even fight, in ways which seem to suggest the need to establish who the boss is.

I have photos, which have been published, of Donald threatening or teasing children with an open mouth held next to their legs. The children were certainly frightened.

I think that it is possible that most people on first encountering a dolphin do not perceive a threat gesture, so I am not sure how common it is during first encounters. Would you be frightened by the site of Mr Staypuffed, the marsh mallow man, running straight at you with a smile on his face? The Ghostbusters were, but then they had inside information.

We appear pretty clumsy and vulnerable in the sea, and this probably reassures a dolphin that we do not constitute a threat to it.

We are really getting into etiquette here – or ethics, I am not sure of the difference. It's to do with being polite to strangers. Unless you are sure you can swim faster and butt harder, and are prepared to prove it, then it makes sense to do what a subordinate, less dominant animal might do. Be passive, circumspect and quiet.

It can be argued that trying to get a tow from a complete stranger is a threat gesture. Macho wallies in scuba gear grabbing at your dorsal fin and dragging you down does not inspire confidence.

Thinking about the breathing again, UP represents breath and life (perhaps) whereas DOWN represents darkness, no air, the place that you sink to when you drown. Resting on a dolphin is pushing him/her down. That is, the dolphin is doing you a favour. Grabbing at strangers with our octopus like hands must be a bit creepy to the dolphin – rather like getting dragged down by a squid or seaweed.

Conversely lifting is a good thing. Recall, or read about, the numerous stories of dolphins and whales supporting sick, injured and even dead colleagues. This behaviour has been observed extended to other species, including man. There is a paper by Ken Norris which I can't find, called "Are dolphins reciprocal altruists?" This is getting close to ethics and one of those pot boiler subjets to do with how on earth could a behaviour evolve which does not benefit oneself or one's immediate relatives. For my money, dolphins clearly know the difference between dolphins and men and yet are still compelled, perhaps by an instinctive ethic, to save the lives of others. This is reassuring when you feel frightened.

I much prefer the endosymbiotic theory of evolution that I have been reading about recently. Instead of the random mutation of selfish genes, survival of the fittest, dog eats dog, mom, apple pie, star wars and the great American dream, it appears that each and every cell in our body evolved from a group of similar cells which started living symbiotically

together within a host cell. Apparently there is good evidence now at the molecular biology level for this, for instance, the mitochondria have their own DNA. Extrapolate upwards and you get the Gaia hypothesis of the whole earth being a self regulating organism. A nice thought is to think of the sea as one vast evolved organism, with dolphins as the most intelligent of a whole hierarchy of symbiotes living together, like coral reefs and sponges. My only question is where do sharks, muggers and Wall Street fit into all of this?

Getting back to dolphin etiquette. Loud noises are rude, very loud and painful noises can be made by banging rocks together underwater, or so I am told. It is thought that the intensity of sound produced during echo location clicks can be sufficient to stun prey. Apparently dolphins in captivity do not echolocate at each other unless having a row. Sonaring loudly at another dolphin is a threat gesture. What now does one make of dolphins that swim at you quite fast and echolocating quite audibly?

So quietness is polite. Listen to the noise you make when puffing along in the water. Noisy breathing seems inevitable for humans but there is no reason why we should not try to breath quietly in synchrony with them. In the wild, groups breath together; this means that it is relatively quiet when they are under water. It's that old signal to noise ratio.

Defection by dolphins encountering a swimmer has been noted by a number of people, according to Wade Doak. Is this of deeper significance, indicating a form of communication? Quite a few animals mark their territories. What possible significance could such a signal have in the three dimensional sloshy dispersive world under the waves?

WHAT NEXT

Lets assume you are all trained up and can clear your face mask in a force 12 cyclone with both hands behind your back. You actually swam with the dolphin. It was fantastic. She was so big and seemed so aware of what was going on. The rest of the swim was terrific and you are now hooked like the rest of us. What next?

Firstly, keep a log and write it down. Send copies to any worthy person who is making a study of anecdotal accounts of dolphin human interactions. There are quite a few people round the world doing this, including myself and Wade Doak, P.O. Box 20, Whangharei, New Zealand.

Wade publishes numerous accounts of "DINTs" as he calls them (human Dolphin INTerlocks) in

We appear pretty clumsy and vulnerable in the sea, and this probably reasures a dolphin that we do not consitute a threat to it.

one of the New Zealand dive mags. If the editors of Sea People approve, we could do the same. What about it?

Secondly, read everything you can lay your hands on about dolphins. A good starter pack is *"Mind in the Waters"* by Joan MacIntyre, *(published by the Siera Club), "The World of the Bottlenose Dolphin"* by Caldwell and Caldwell *(published by Lippincott).* I was given the 'Mind in the Waters' book as a birthday present. It caused me to quit my career in biophysics and try to get a grant to teach sign language to baby killer whales. I never did, but you can't blame that on the book! The Caldwell stuff might be a bit distatesful to the anti-dolphinaria lobby – I know James Wharram is particularly hot on this subject. However despite all the good and valid reasons for closing down all the British dolphinaria, I maintain that you won't find a more informative book about their personality and behaviour. Incidentally, their work was done in Florida.

Wade Doak's book *"Dolphin, Dolphin" (published by Hodder & Stoughton)* is excellent on human-dolphin encounters (plus it has got two of my photographs in).

However, you are not a real dolphin fanatic until you have read John Lilly's *"Lilly on Dolphins", published by Anchor Press/Double-day*. After that I would get hold of Ken Norris's book *"The Dolphin Watcher", published by Norton*. Ken is one of the founding fathers of the study of their sonar.

If you are really serious, then get Louis Herman's book *"Cetacean Behaviour" (published by Wiley)*. This is for the academics. If you are interested in the intelligence/language side, there is a chapter by Herman on language learning ability in his book – but for a good accessible read I can really recommend *"Apetalk and Whalespeak"* by Ted Crail *(published by Tarcher, Los Angeles)*.

So what do you do with all of this? I can only refer you to the quotations at the beginning. Look for differences which make a difference. Construct your knowledge through your actions, and think how dolphins construct theirs. Juxtapose completely separate frames of reference. Look for surprises, which might be scientific, artistic, or just plain funny. Why not all three? And if we can do it, can dolphins do it? We know they have got a sense of humour, can be ultra curious, and are creative. Are they artistic too? And if so, what form does it take? Is music the key? There is a musician Jim Nollman who claims that killer whales really interact intelligently to his live underwater music. Look out for his new book *"The Dolphin Dreamtime"* I don't know if this is out yet. Go to it, and good luck!"

DOLPHIN REPORTS FROM SEA PEOPLE

Do not let the brilliance and qualifications of our Consultant Specialists give you the feeling that, what appears to be ***your*** *moment of dolphin observation, would be of no value. Here are 3 dolphin reports sent in by our readers. Each one of these reports give vital information on location, numbers and, most important, as in Dolphin Link report 2, extraneous matter that could be a factor. All these reports are filed and one day will be computerised for trends by another of our Consultant Specialists, the Dutch Marine Biologist Maryan Addink who, with Dr. Nick Webb, is building up one of the most extensive dolphin files in the World.*

Type : Bolltenose Dolphin.
Length : Average was about 6ft.
Numbers : There where from 10-15.
Action :

I first saw them when they came towards our stern, then they swam rounds us and under us, they stayed for about 10 min's and went off into the distance swimming away from our bow.
Half an hour later I saw them again, except they where heading for our bow, with the same movements as before but they only stayed for about thirty seconds then they headed away from our stern and we saw them no more.
We saw them on September the 2nd, 200 miles west of Ushant.
Wind force was five, medium sized waves and half patchy stey.
From Luke.

REPORT 2

Letter from Bill Broadley, Somerset

Two weeks ago (August 1986) I was helping a friend bring his 'Heavenly Twins' cat, back from his holiday on the Sharpness Canal and River Severn. We were just off Berkely Nuclear Power Station, when I saw a splash which I took to be a salmon jumping. You can imagine my amazement and delight when seconds afterwards this beautiful dolphin leaped clear of the water in a huge arc and plunged back again. This was the beginning of a spectacular display that lasted about 20 minutes.

He, or maybe she, would just show the hump of the back and dorsal fin and then seconds later leap clear of the water, sometimes in a purposeful forward arc and sometimes vertically up and then just fall back into the water. From the actions the dolphin seemed to be leaping for the sheer joy of it. Had I been sailing my own TANE I think I would have tried to make more contact and risked the possibility of having to go aground on a sandbank over the next tide but as it was the skipper felt he had to press on throuth these very dodgy waters. I cannot imagine what this lovely creature was doing in these murky waters, especially close to a nuclear power station. I suppose the warm discharge water might attract lots of fish. Whatever the reason, I feel it was a great privilege to have a wild dolphin put on a spectacular display for us. I would like to think that maybe he felt there were friends aboard because at least 3 of the crew are anti-nuclear workers, 'Friends of the Earth', and that two of them are part of the active core in the Campaign Against Sea Dumping. Stretching credibility a bit far maybe but nevertheless a nice thought.

REPORT 3

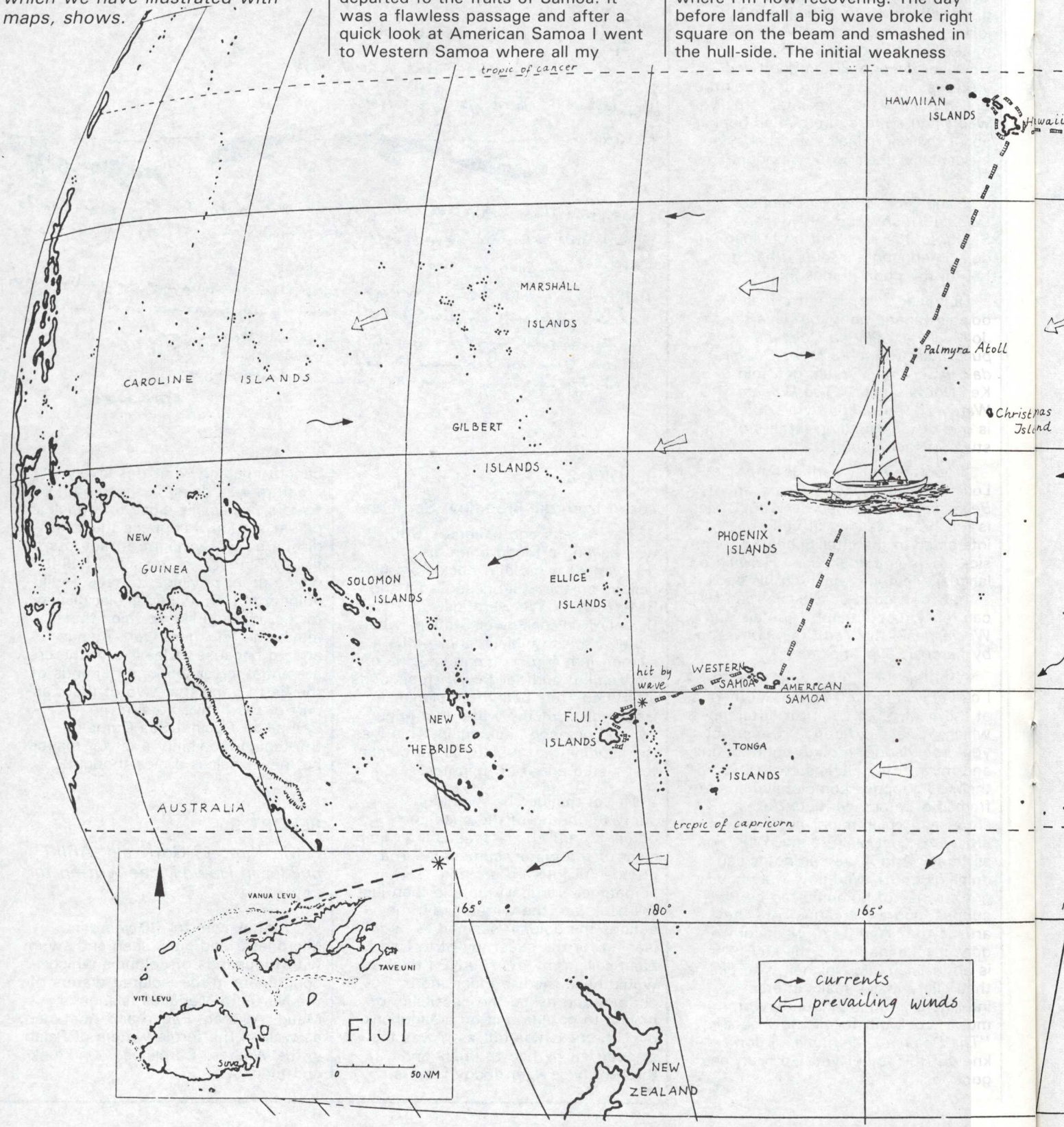
Mr. Kimo L. Gottwald, ARIKI builder in Hawaii, has written to say:

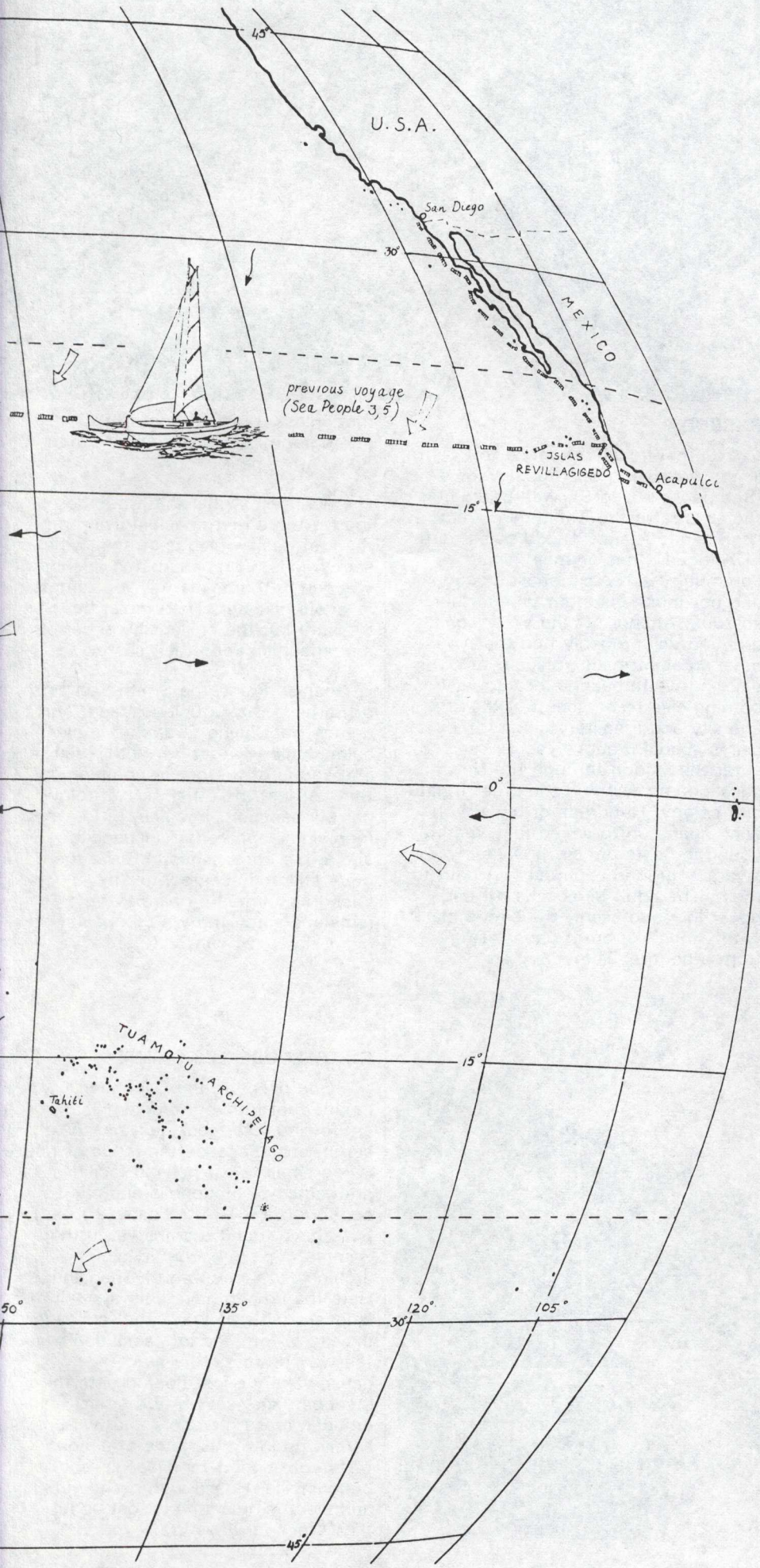
"I have lived for 30 years in Micronesia and have seen and swum with thousands of dolphins which congregate in the isolated waters of the Northern Marianas Islands of Maug, Agrihan, Pagan and Anatahan, as well as the fertile waters of Palau in the Western Carolines. Good luck and thanks."

Ocean Cruising

Whilst we are writing, dreaming and building, it is good to know that others ahead of us are doing it, living the LIFE. Here is the latest information from Glen Tieman who, aboard his Coastal Trekker TIKIROA called 'Peregrine' is ocean cruising the Pacific. Not without incident as his short note, which we have illustrated with maps, shows.

"I left Hawaii last March, having finished re-rigging 'Peregrine' sailing due South. Just North of the Equator is an uninhabited atoll called Palmyra. After about a week at sea it was the truest ecstasy yet, to sail into that incredibly beautiful lagoon. Three weeks slipped by while I played Robinson Crusoe but then, tired of fish, crab claws and coconut I departed fo the fruits of Samoa. It was a flawless passage and after a quick look at American Samoa I went to Western Samoa where all my dreams came true. A land where people live in artfully wrought houses without walls in the midst of fertile garden islands cultivated with sensitivity so as to look like a park and provide plenty to eat with few machines. And such friendly laughing people. I was finally chased away by their immigration after 3 months. I had a very rough passage to Fiji where I'm now recovering. The day before landfall a big wave broke right square on the beam and smashed in the hull-side. The initial weakness





appears to have been the buttjoint in the upper topside using fibreglass without a buttblock. That joint was completely ripped open as well as the connection to the cabinsides, and the rubstrake was broken in three places. The lower hullside just inside the rubstrack was thoroughly demolished just below the break in the upper panels also. When this happened it was the first time I've worried about survival at sea. The damage was so extensive that I was concerned about the structural integrity of the hull. Nevertheless, the next day I sailed through the barrier reef into the lagoon on the lee side of Vanua Levu and sailed the 200 miles to Suva in protected waters. The world of sailing is one of extremes, and passing into that inside passage was a passage from 5 days of hell into 5 days of heaven.''

I will install a stringer to re-inforce the upper hullside and use more glass for that buttjoint before proceeding.''

He added in a postscript:

''Relative to my previous article about my 3,000 miles trip from Mexico to Hawaii (Sea People/Sailorman No. 5)

You editorialised that I rigged my boat as the TIKI 26 and should have no battons in the sail. I've never seen a drawing of the TIKI 26 rig. The only drawing you sent me showing your concept of how to make my sail was the study plan of the Micro Multi 25 which was fully battened aft of the sock.

Nevertheless, I can live with my battens now that there are only four and reduced to 2' long. I no longer use batten pockets instead I sandwich the sail between two pieces of wood which are bolted through the sail like a headboard. No more chafe.''

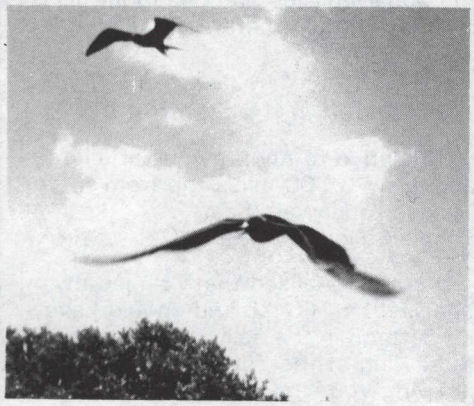
This batten arrangement, on the outside of the sail, is like a Chinese junk sail. It was also used in a large head batten replacing a gaff in Lake Erie Pound net boat (H. Chapelle 'American Small Sailing Craft') It is easy to fix and helps to prevent sail chafe on standing rigging.

Glen Tieman goes on to remind us that most of his finishing work was done on the revision of design sketches.

Glen will be pleased to know that Andre Viljoen, the architect of our new 'Long House' building workshop for the PAHI 63, finished the PAHI 26, TIKIROA, drawings to a very high standard, for he is a TIKIROA builder and is planning to coastal trek through Europe and begin writing about historic buildings which 'served the sea'.

Caribbean Solitude

by Malcolm Dines



It has been estimated that as many as 500 yachts each year now cross the Atlantic from Europe to the Caribbean, looking for the solitude, peace and natural living as described by Martin von Jena and Glen Tieman in the Pacific. If each yacht threw an empty tin overboard it would be possible to navigate following the floating trail, but there are two things:

Do not underestimate the Atlantic trade wind crossing. The Trades can blow force 6/7 for weeks at a time building up large foam crested seas.

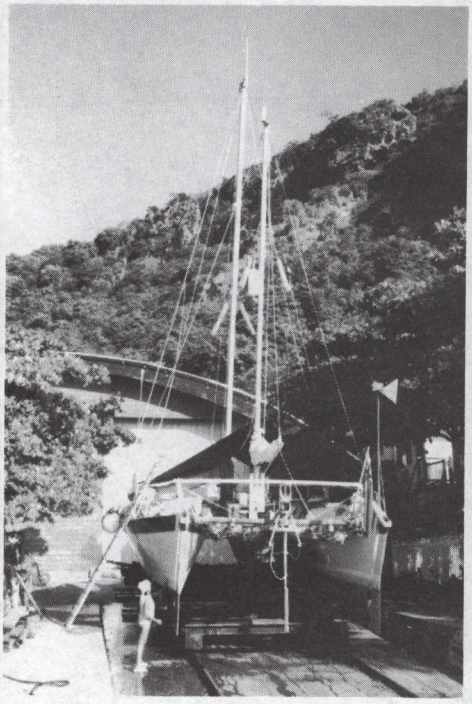
When you get to the Caribbean you can, with the shallow draft catamaran, break away from the tourist trail. Here is a letter from Malcolm Dines, who sailed his NARAI Mk IV 'Kitty of Alderney' from Britain to the West Indies (see front cover and 'News from Sea People' of 'Sea People/ Sailorman' No. 4 and page 9 of No. 5). This letter gives good, sound, Caribbean advice on one place of solitude and beauty; and there are many others. There is also a good haul-out place in Guadeloupe.

BARBUDA

You may recall reference to Culatra in the Algarve in Sea People No. 4 (See pages 6 and 9), well Barbuda is the Culatra of the Caribbean. A low lying sandy island 20 odd miles north of Antigua it has a small fishing community and a big shallow lagoon and not much else, but wonderful solitude. Anchor off the West coast and you will probably find that you have an eight miles crescent of dazzling white beach all to yourself, nothing else to be seen but the sea and sky and a solitary clump of palms. Shoal draught yachts can enter the lagoon through the North passage and will find the great frigate bird colony. Hundreds of birds with wing spans up to seven feet, rearing young in nests on low bushes in swampy ground. You can get right to them. The adult birds take off and hover low and silent, the bird is black with wings like burnt paper rising from a bonfire. The young sit motionless. I picked one up for a photograph, just a big ball of white fluff with a beak.

Anchoring within the protection of the Northern reef enables diving on the reef itself which is strewn with shipwrecks. Coral encrusted anchors wedged in the heads tell of attempts to avoid disaster. There must be treasure but the brilliant hued parrot and angelfish keep their secret.

Spanish Point, the South-East tip of Barbuda, has a unique 'feel'. This comes from being at anchor in clear calm shallow water but within sight and sound of the ocean booming on the reef just the other side of a low narrow sandspit. Imagine 'Kitty', in moonlight, apparently suspended above the coral heads in the lagoon, quite still and secure with the backdrop formed by plumes of luminous spray thrown up against the night sky – MAGIC.



GUADELOUPE (LES SAINTES)

Being based in the Caribbean means that I have a problem antifouling. One can't just beach to scrub, etc., because the range of tide is too small. Most hauling facilities are geared to monohulls and can't cope with a NARAI's beam (20 feet) but I have found the answer in the Saintes, a picturesque volcanic archipelago just south of Guadaloupe. Here the French have built a small shipyard with slipway. The facility is excellent. Situated in a secluded bay, the way protected by stone causeways we just floated onto the steel carriage, sat on two stout wooden cross members and were hauled up into the shade of almond trees surrounded by hibiscus and bougainvilia. Hosed water, showers and electricity laid on it cost about £130 for four days 'do it yourself'.

Coastal Cruising

Before assembling this issue of the 'Sea People/Sailorman' magazine, Hanneke, Jamie and I snatched a Naturist get-away-from-it camping holiday in France. Determined to forget boats, we ended driving variously along the river Loire and the Canal du Midi. This set me dreaming of using one of our designs for an easy, drifting, wine sampling holiday.

Maybe it was the wine, but I had completely forgotten that in the December 1985 Issue (No. 5) we published an article by John Heath on taking a TANGAROA Mk IV, (beam of 16'6" (5.25m)) through the Canal du Midi.

The stretches of the Canal du Midi, which we saw were beautiful, quiet, meandering, a 'picture' canal going through great wine country full of old beautiful towns.

Here is an article by Charles Wrigglesworth and Heather King of another Canal route through France, from Le Havre in the North to Paris, then South to the Med. Do check on the widths of the canal locks if you have a TANGAROA Mk IV with a 19' (5.08m) beam.

The French Canals

BY CANAL TO THE MED ON TANE 'TIGER'

by Charles Wrigglesworth and Heather King

We were lucky enough to discover the Wharram concept while on a working/travelling holiday in England and thought – what better way to travel?! We bought a 10 year old TANE called 'Tiger' and set off through the French canals to the Med via Paris and the Bourgogne Canal.

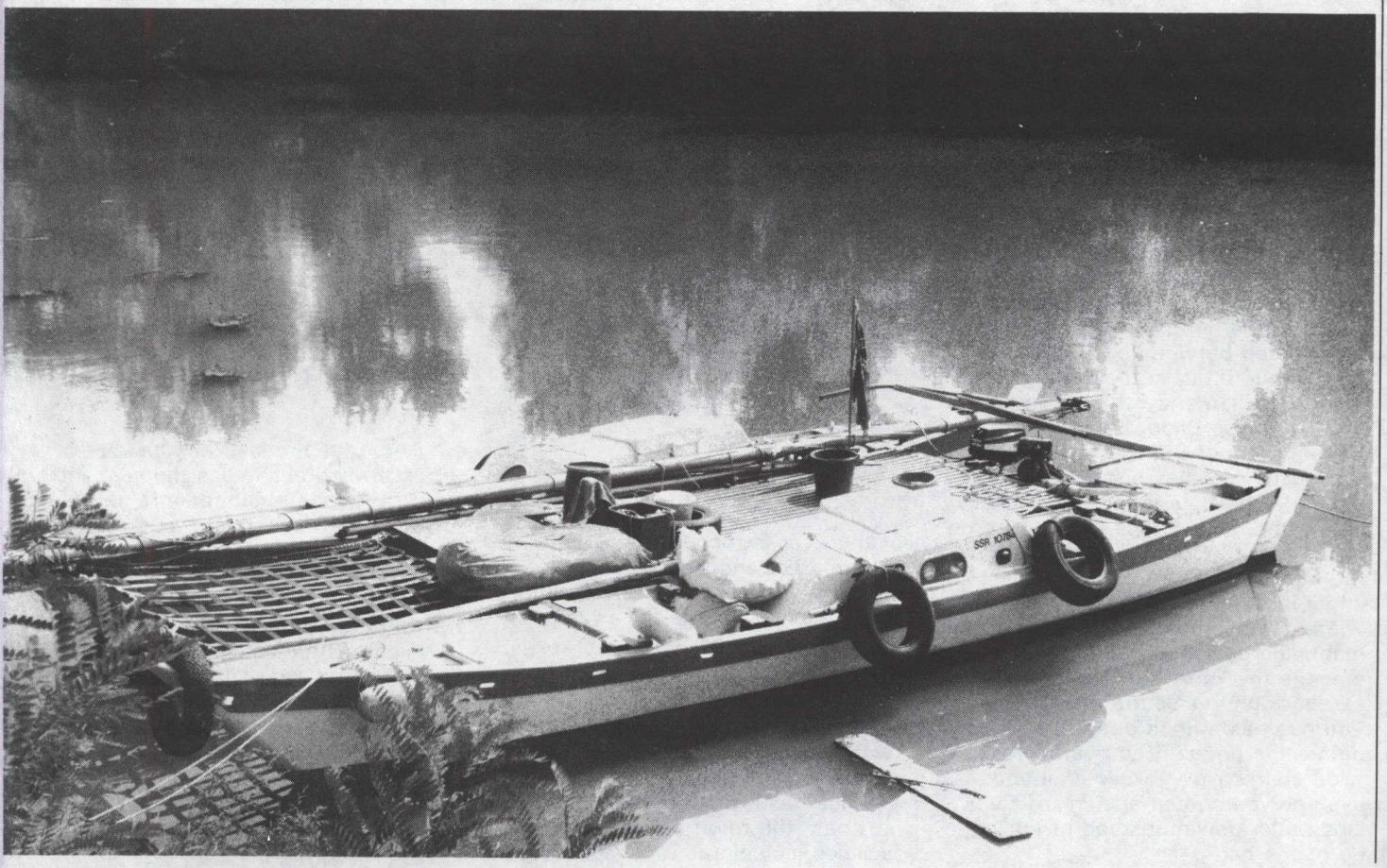
We hope the following will be useful to any PCA members wishing to experience the delights of the French countryside and its people.

Borrow, beg or buy, the Imray guide to the Seine and catch the tidal surge from Le Havre to Rouen (120km in 12 hours at 4 knots boat speed). 5 locks and 4 – 5 days later you'll find yourself in Paris. The Pont de la Concorde berth is very uncomfortable because of river traffic, so motor past Notre Dame, then look left for the old lock which is the entrance to the Gard de l'Arsenal, Paris' Port du Plaissance. At 69F (1985) per night with showers, security etc it provides a superb base for exploring Paris.

Continuing on . . . At Melun turn to port of the island and berth against the houseboats or at the free public pontoon between the bridges (water and rubbish bins). At St. Mammes turn up the River Loing and moor against the bank just before Moret-S-Loing, a beautiful village with a system of old water mills straddling the shallow river. (Petrol available at St. Mammes on the Seine River bank, St. Mammes is a barge centre.)

Bid your fond farewells to the Seine at Montereau and join the River Yonne. Montereau has no suitable berth but from now on nose up to the bank and bask in the peace and solitude of rural France.

TANE 'TIGER' at Arlos after the last lock in the Rhône



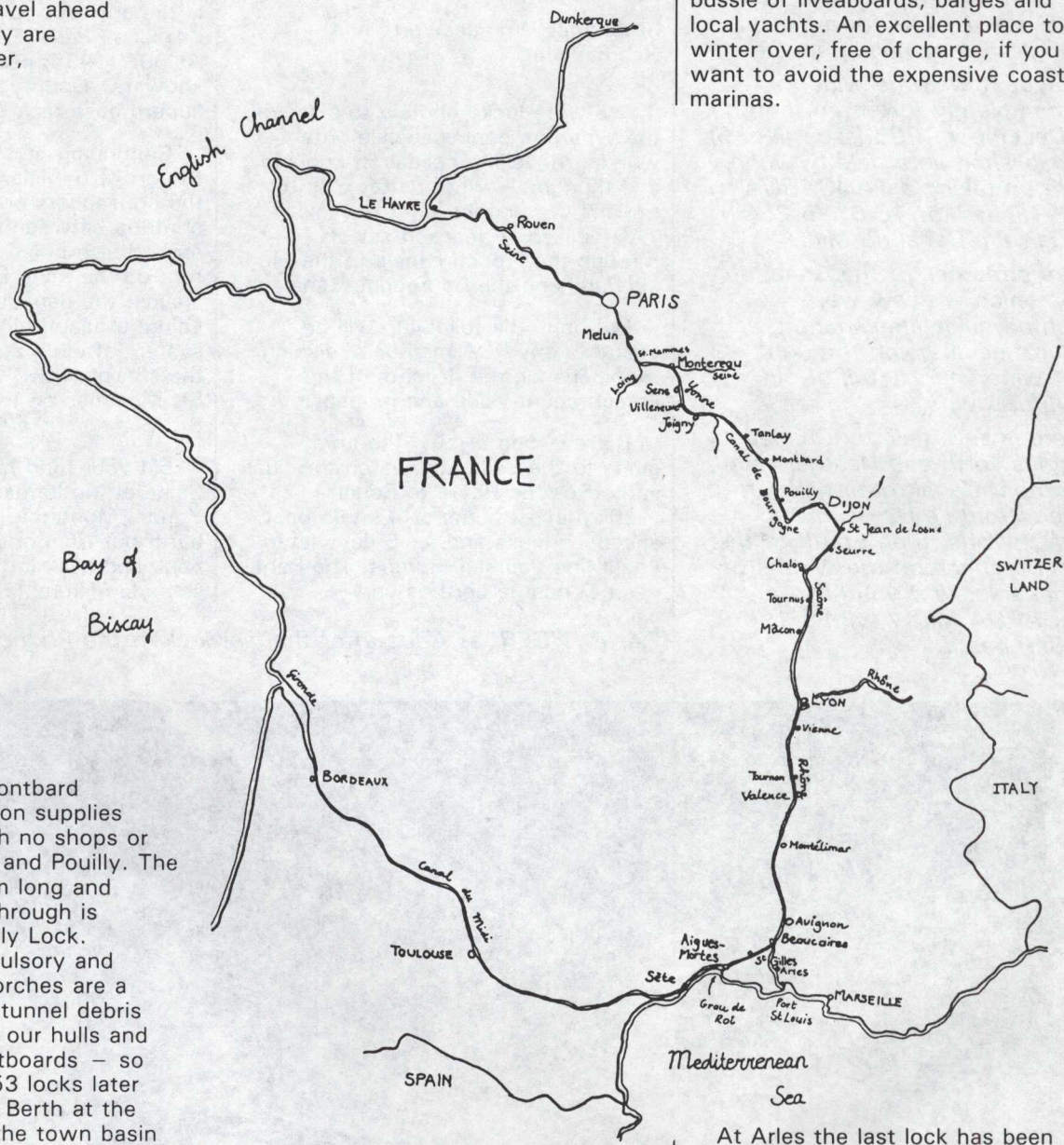
It is possible to berth alongside free of charge at Sens, Villeneuve or by the boat hire station at Joigny. (Villeneuve and the east bank of Joigny are old and picturesque and worth exploring).

The Bourgogne Canal branches off 9km and 2 locks past Joigny and progress slows greatly. The locks are narrow but our TANE around 13ft wide, had no problems and I'm sure a TANGAROA would fit. A crew member must jump up the ladder on the lock gate as the boat enters, to take the warps and help the lock keeper. A bicycle would be handy for one person to travel ahead to open locks as they are usually close together, (36 locks in 16km between Pouillenay and Braux) Tanlay is not to be missed with its impressive Chateaux and a stopover in Montbard is important to take on supplies as it's very rural with no shops or petrol between here and Pouilly. The Pouilly Tunnel is 3km long and permission to pass through is obtained at the Pouilly Lock. Lifejackets are compulsory and Hurrican Lanterns/ torches are a must. In the narrow tunnel debris was forced between our hulls and stopped both our outboards – so beware! 47km and 53 locks later you'll run into Dijon. Berth at the Marina pontoons in the town basin (not many facilities but free of charge). The Bourgogne Canal finally meets the River Saône at St. Jean de Losne and it's downhill all the way to the Med. The River current is 1 – 1½ knots in Summer but far more in winter. It is impossible to moor in the manmade deviations which always precede the locks but good berths can be found at Seurre and Chalon. Tournus has a good quay to starboard before the bridge. The river is very wide and shallow in this area and even polycats must anchor off for lunch and a swim instead of nosing up to the bank.

Macon provides a public quay (free) or a good marina where it is possible to lay a boat up over winter at a reasonable rate. (Huge supermarket and petrol ½ mile) The Collanges Marina near Lyon no longer exists but Lyon has a public quay in the town centre (free but smelly and noisy).

Shortly after Lyon the Saône joins the Rhône and you'll encounter the first of the enormous Rhône locks. They look formidable but the floating bollards make life very easy. Vienne has a public mooring on the port side of the river (strong current, supermarket and petrol nearby), and it is well worth a walk to the church on the hill above Vienne for a fabulous view of the Rhône Valley.

The sheltered quay at Tournon is beside the town square under green trees and is a very pleasant stopover (water and shops adjacent but long hike over the bridge for petrol). Valence has a posh marina 3km to port past the town centre, with all facilities including a mechanic, but is expensive (excellent supermarket 1km). Montélimar boasts the best and nicest Yamaha outboard mechanic in all France! Vivier is the loveliest town on the Rhône and must be visited. Leave the red post to port on entering the little yacht harbour. We didn't and missed an underwater reef by inches (God bless shallow draught!). Water and showers available, shops 1km. Another days motoring should see you in Avignon. After leaving the deviation turn up river at the railway bridge and you'll see the town quay just past ''Le Pont d'Avignon''. The quay has all the friendly hussle and bussle of liveaboards, barges and local yachts. An excellent place to winter over, free of charge, if you want to avoid the expensive coastal marinas.



At Arles the last lock has been passed and ahead lies the sea. Arles has a Roman amphetheatre and a real Camargue atmosphere, but you are now in mosquito country, so beware. They are voracious! You now have the choice of taking the Petite Rhône to Sète or carry on to Port St-Louis which has a mast raising crane (if you need it) and an excellent basin which is a good place to take on provisions. Find all those sails, sheets, danbouys and drogues that have been stuck away and forgotten about in the preceeding weeks and generally prepare for the joys and rigours of mediterranean sailing.

HINTS

Buy the large scale yellow Michelin road maps. They show all the canal details and are cheap.

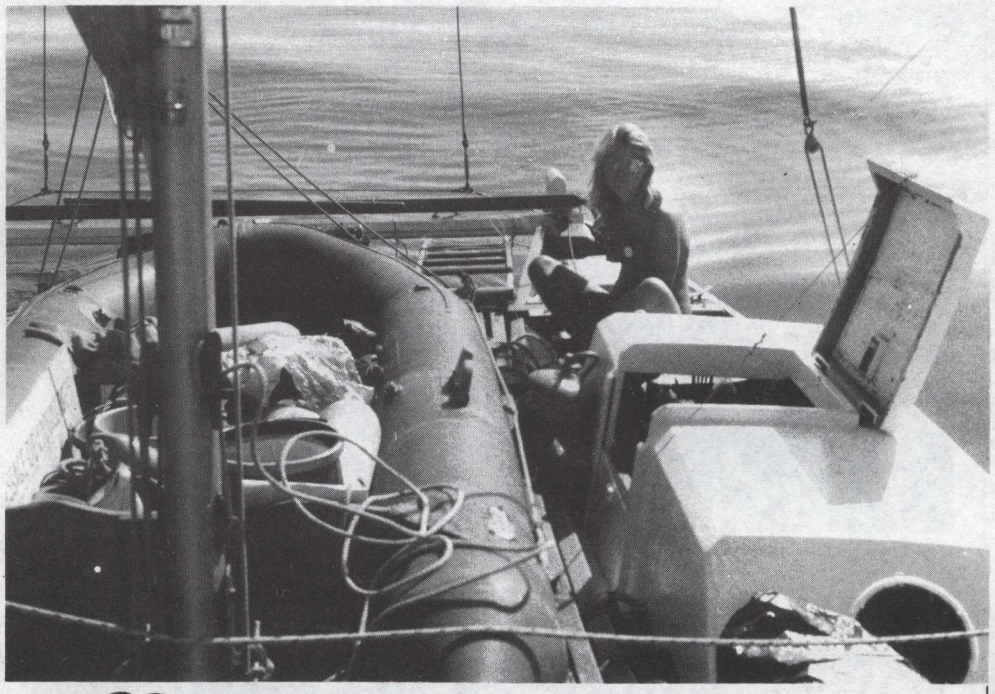
Find a 10' long pole to pole-off the river bank. This way you can step ashore and yet the shallow forefoot remains afloat with the skegs/rudderss well off the bank. (See fig. 1)

A couple of 2' long spikes or pegs are handy if trees are scarce.

The skippers of the commercial barges are excellent and friendly boatmen who deserve your respect. The barges weigh hundreds of tons so let them go first! Whereas a keeler is stuck in deep water a polycat can move into the shallows and avoid trouble.

Two 5 gallon jerry cans for fuel will give an adequate range.

The Bourgogne Canal locks are closed on Wednesdays and all locks close at night.



TANE "TIGER"
Becalmed in the Med.

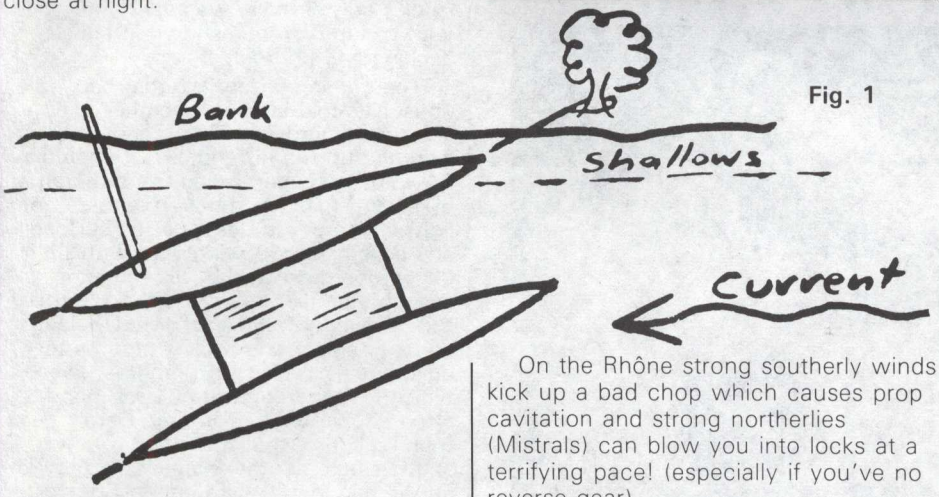


Fig. 1

When the sluices on an uphill lock are opened on the Bourgogne, a polycat's bows tend to swing out and warps must be tended carefully or you'll jam diagonally.

A deck tent provides shade during the day, (No cooling sea breezes) and is very handy as accommodation for friends.

Our 8hp Yamaha was great on long stretches and the Seagull 4½ hp was a great little backup. Carry Seagull spares as they are impossible to get in the middle of France.

On the Rhône strong southerly winds kick up a bad chop which causes prop cavitation and strong northerlies (Mistrals) can blow you into locks at a terrifying pace! (especially if you've no reverse gear).

Friends of ours, returning 'Tiger' to England in May 1986 encountered 8 knot adverse currents caused by hydro-electric activity on the Rhône. They either moored where possible or travelled 3 knots backwards until the surge dropped! In July (mid summer) we experienced no more than 3 knots helping us downstream.

From Le Havre to Port St. Louis took us 2 months but could be done in 3 weeks if you are a Masochist!!

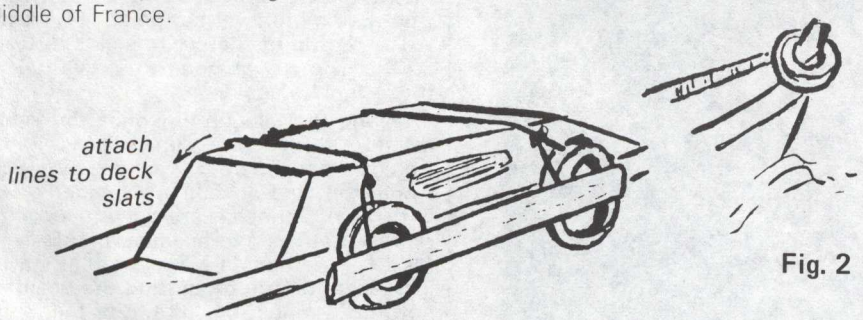


Fig. 2

Tyres and fender boards stay in place throughout. We hung tyres off the cabin roof to adequately protect the bulwalks. (fig. 2)

A "suitcase trolley" (collapsable) came in handy for carting water, petrol and groceries.

We are now back in New Zealand, own a lovely little HINEMOA called 'Raumoko' and plan to build a PAHI 31 as soon as finances allow. Met Tim, Heather and Faith Whelan recently and had a good chat about 'IKI-ROAs' adventures.

Canal Advice

by George & Joyce Payne

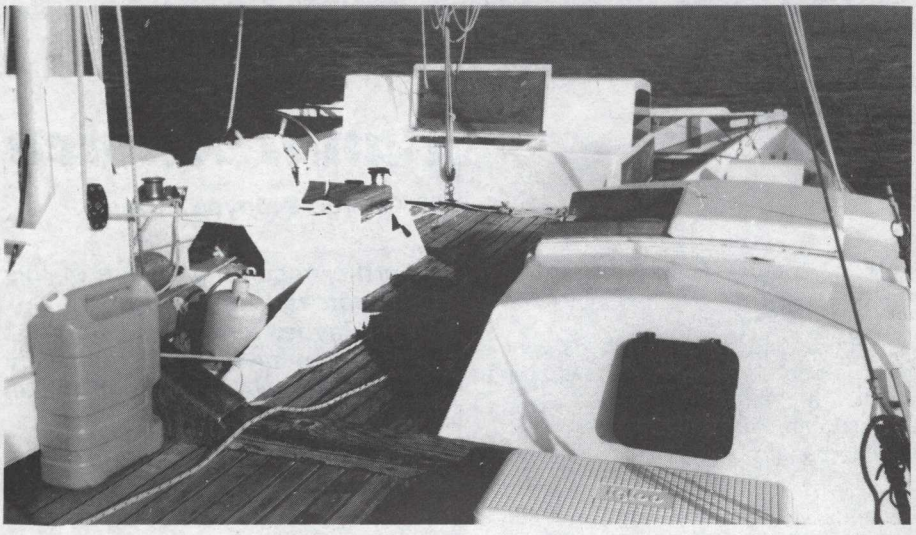
Further recommendation of this route comes from George and Joyce Payne, formerly of the RAKA, who have been extensively motorboat cruising through these canals. They wrote:

*We **STRONGLY ADVISE** travelling to the Med. via the French Canals. This can be done by:*

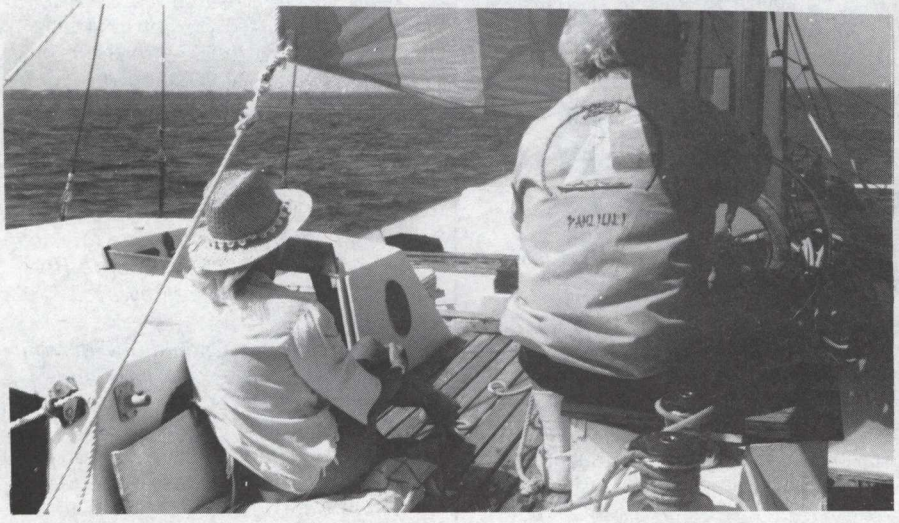
1. *Entering the Canal System at Le-Havre or Dunkirk, an reputable Frenchman will sell you Charts/Maps. (See booklet on Going Foreign) and will eventually bring you to the River Rhône at Lyon. This is now completely 'canalised' with locks all the way, the last big one being just before Beaucaire. After that and before you get to Arles, turn right into the 'Petite Rhône' well signposted, till you reach the Ecluse (Lock) St. Gilles. Through this and down to Aigues-Mortes, where you will find safe winter moorings either in the Port de Pleasance below the walls, or at Carinage St. Louis, a little further on towards the sea. You can enter the Med. at Le Grau de Roi, less than 5 kilometres away.*

2. *By entering the Canal-du-Midi from Toulouse via River Gironde and Bordeaux, but you must check width* before starting. Phone French Tourist Board. 178, Piccadilly, London. The Canal-du-Midi finishes in the Etang (Lake) du Thua, which leads to Sète, and then to the Canal du Rhône at Sète. This Canal will take you to Aigues-Mortes.

'ANNA J' under sail, sailing quite well inspite of the 'ancient' sails and thick crust of barnacles, which we later scraped off, improving the performance considerably.



Deck lay-out with what Terry calls the 'Bed Pod', an adaptation of the CAPTAIN COOK's 'Command Pod'. Very comfortable, once inside, with electric light and fan, big windows, sliding portholes and mosquito netting. It is NOT a 'Command Pod' as you cannot get out quickly enough in an emergency! Fibreglassed all over, when racing, it can be taken off and put on the mooring to reduce windage.



At the Miami meeting with TIKI 21 builder, Jack Spoering, on the helm. 'ANNA J' is fitted out for single-handed sailing. 2 winches at hand, all sheets and downhauls leading to helmsman's seat.

American 'Sailabout'

by Ruth Wharram

I can stand office life for a certain time only, then I have to 'break out'. James insists that this is the result of my visit to Australia where I have adopted the Australian 'Walkabout' syndrome, but in my case, it is a 'Sailabout'.

The 5 day 'Wooden Boat Show' at Newport, Rhode Island, in the U.S.A. gave me an excuse to visit American friends, see new and existing builders and sail along new coastlines.

Tom and Carol Jones, with whom I had sailed on their TANENUI 'VIREO' from Philadelphia to the Azores in 1979, offered their help at the 'Wooden Boat Show' and a week's cruise on their new **trimaran** 'Verdelhao' through New England and back to New Jersey to their new home at Tuckahoe. (The 'Wooden Boat Show', though small and lasting only 5 days, was very good, and a lot of interest was shown in our designs and photos).

The cruise started in rather bad, unusually cold summer weather, only gradually improving. Tom Jones summed up the difference between his TANENUI catamaran and the trimaran by saying that the trimaran is faster in light winds due to less wetted surface and sails closer to windward with the daggerboard down, but his trimaran, though about 3' longer on the WL than VIREO, has only 60% of VIREO's load carrying ability and took 7 months to build against VIREO's 5 months. Even with the bigger central hull and good sized double bunk, Tom and Carol found, like us, that it is good to have another hull, another place, to go to, to get a change of environment. So, their next boat will most likely be a catamaran again.

Still, I enjoyed the trimaran experience, for it was a lovely cruise visiting various islands and then from Block Island a 200 miles non-stop sail to Atlantic City, New Jersey, and up the river 15 miles to Tuckahoe, where Tom had built his house on the water's edge.

There, I spent a few days relaxing and enjoying the river, rowing, swimming, canoeing. Betsy Greene, who had worked with us for several months in Devoran in 1983, came over from Baltimore with her personally built HITIA on top of the car to sail with us on the river. I was good to be with all those friends again.

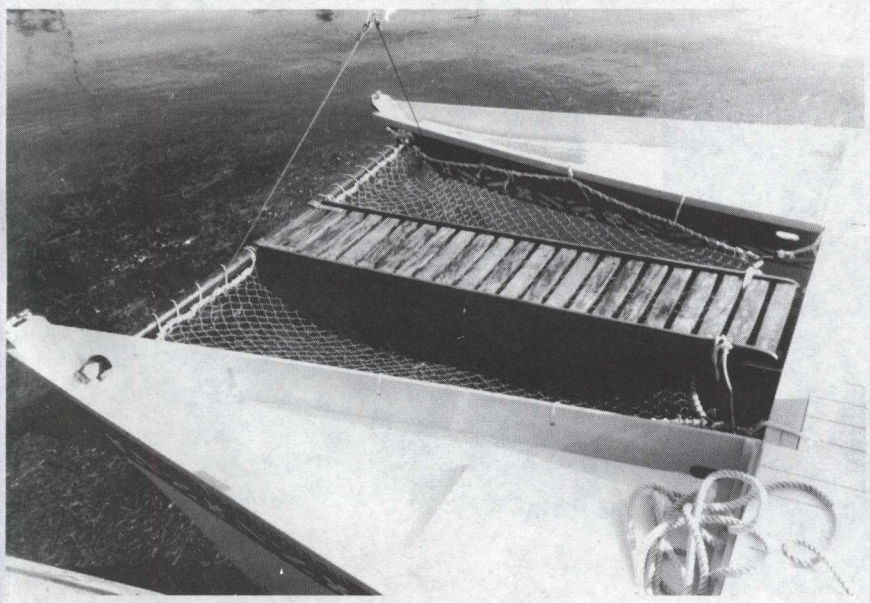
Flying to Melbourne, Florida, brought me from a moderate climate into tropical heat. There, I was met by Anna, Kirk and Joshua who, together with Terry Johnson, are our American representatives and building a NARAI Mk IV – perhaps a Mk V! as they have increased its size by putting the beams, not into troughs, but on top of the alrady heightened cabin. It is an enormous boat, with too much freeboard, I think! *(Oh my Gawd, J.W.)*

In Melbourne, we had a meeting with builders and those 'interested'. Richard Buehn was there with his beautifully finished AREOI (see photos). He had sailed her for 4 years in the Bahamas and West Indies. He liked, and never

(Above and Right) Betsy Greene came from Baltimore. She brought her HITIA along which we sailed on the river where Tom had built his house, a popular stop over place for Polycats sailing down the New Jersey coast, even though it is 15 miles up river to get there.

Tom Miliano's HINEMOA 'Two Rights' (see 'Sea People' No. 2 cover)

'Two Rights' has the bow ramp – as against a stern one – which also serves as walk way to work on the jib – a good idea for the smaller designs.

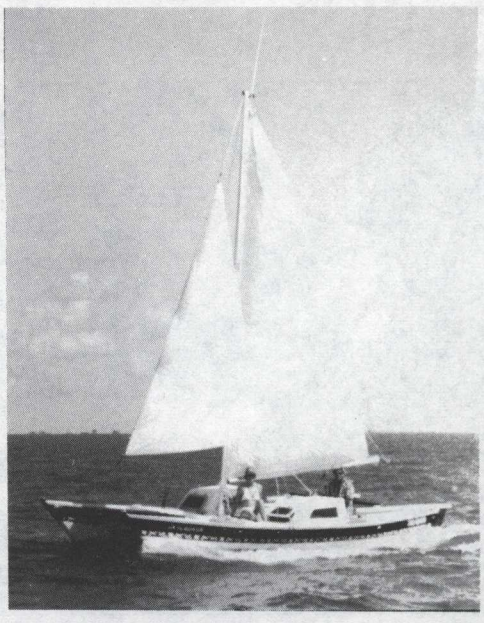


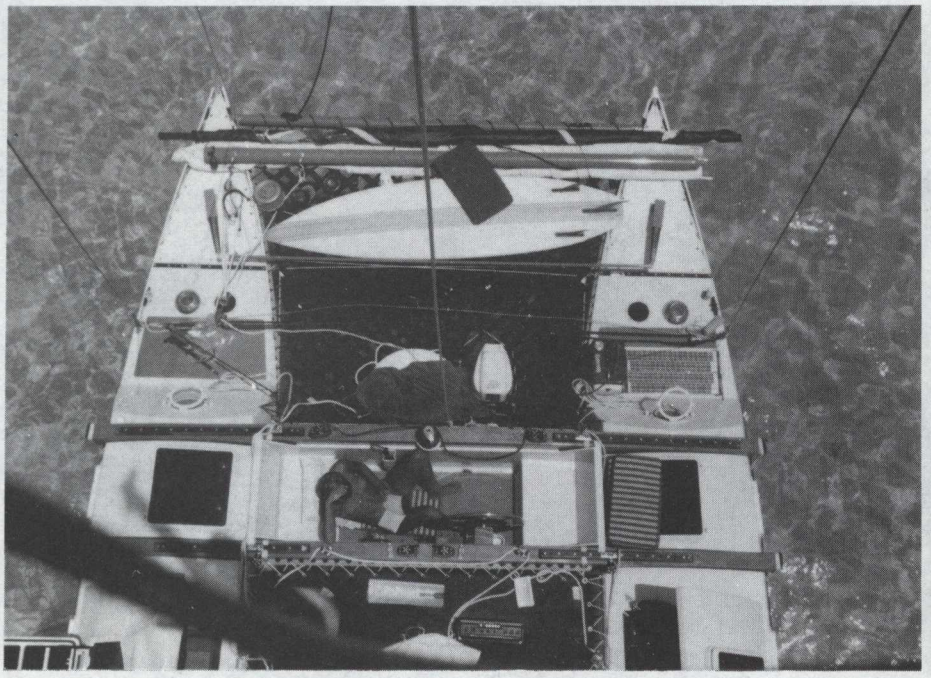
had problems, with the lashing system. He said, that the daggerboards made quite a lot of difference in the windward performance of the boat.

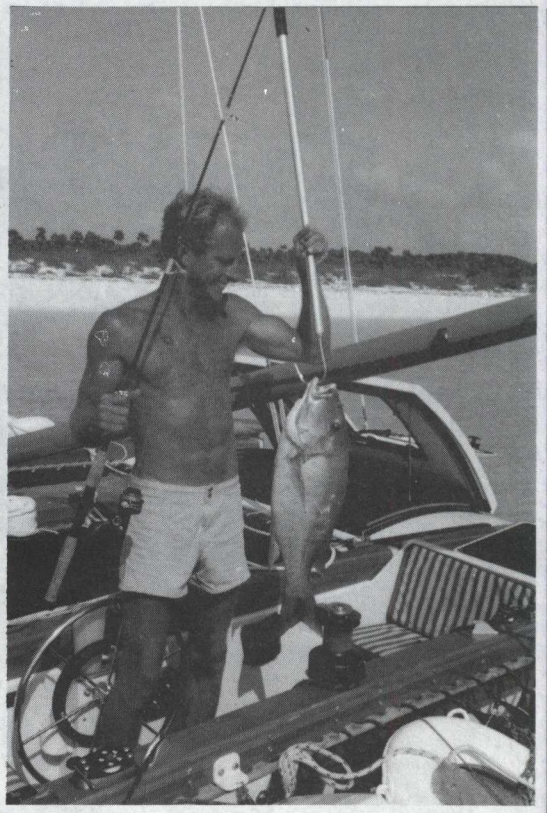
In contrast to Richard Buehn's peaceful sailing experiences, Terry Johnson and Tom Miliano, who came with their boats to the Miami meeting the following week, told me some hair-raising stories. Terry said, that on his first sail from Puerto Rico, where he had built his RAKA 'ANNA J', to St. Croix, he got into an 80 knot hurricane. He just surfed before it for one hour at 19 knots (no warps to slow him down). When rounding the corner into St. Croix, he lifted one hull!! On another occasion, he got into a 60 knot storm.

Tom Miliano told me, that he once took a 'Dragon' champion out to show him what his HINEMOA 'TWO RIGHTS' could to. He apparently sailed her at about 25 knots *(?, J.W.)*, flying a hull to the amazement of the 'Dragon' champion *(and mine, J.W.)*.

Nothing like that happened, neither at the meeting nor when I sailed first with Terry, then with Tom and Sissy Miliano around the Bay and off the Keys in absolutely ideal weather conditions, anchoring off the Keys, swimming, diving, sunbathing – a beautiful ending to this American trip, combining business with pleasure.







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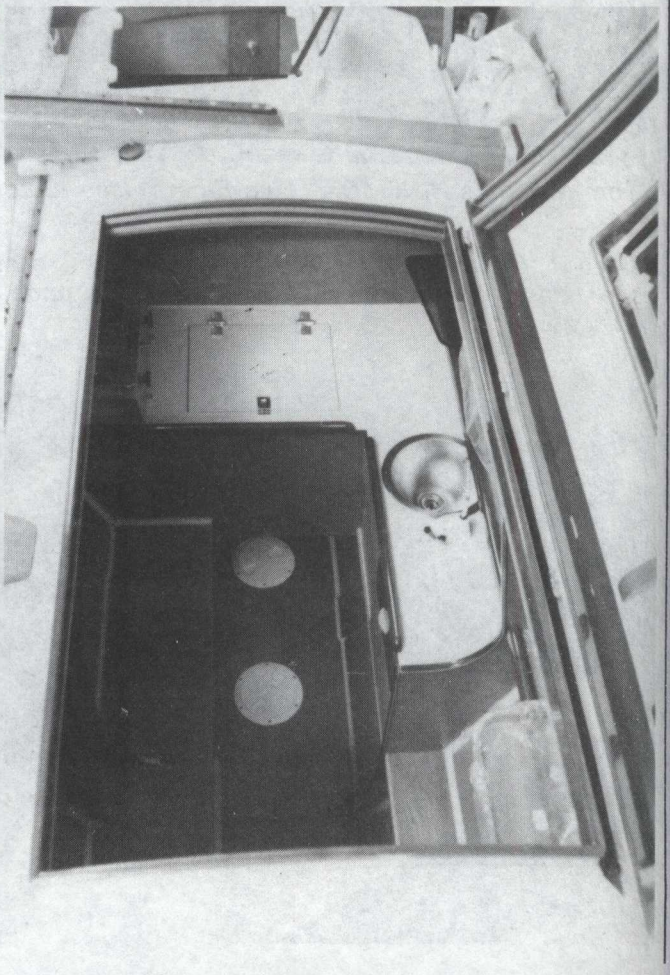

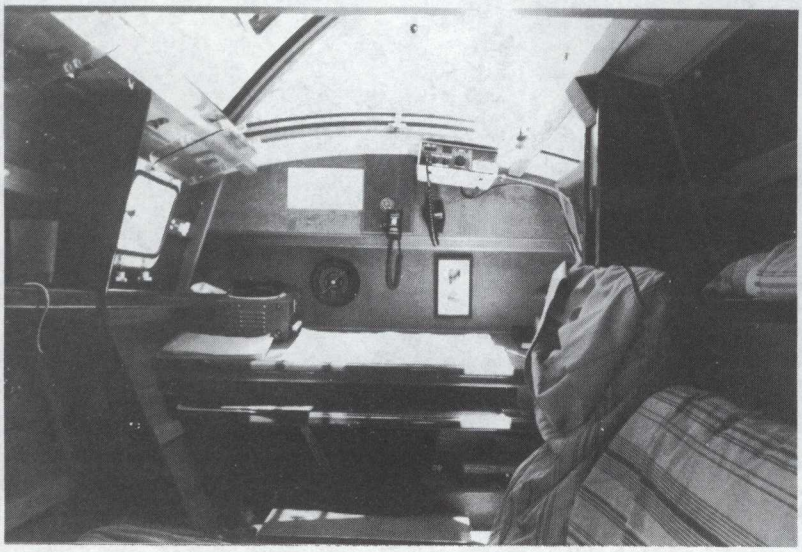

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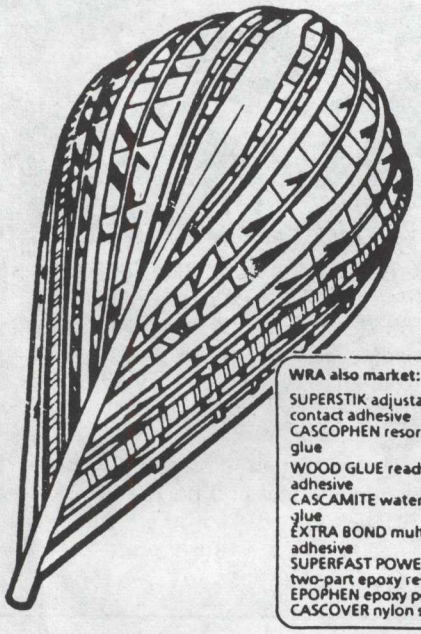

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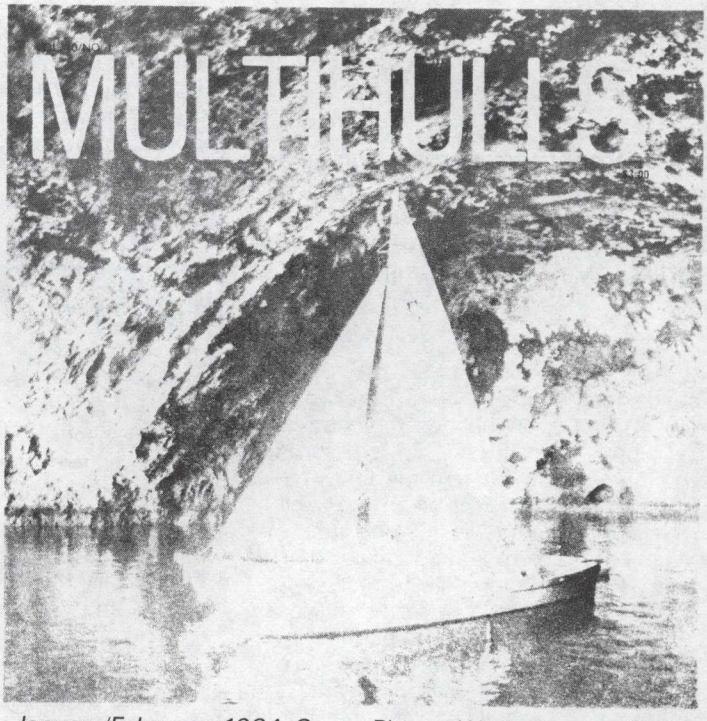

January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

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Coastal Trekking

TIKI 26, PAHI 26

Sitting at the writing desk to 'do the 'Coastal Trek' page', this letter arrived right on time.

TIKI 26 'SALUKA'

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GOES LIKE A ROCKET!

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IV7 8LH.

This confirms our impressions from sailing the TIKI 25. The TIKI 26, a bigger version of the TIKI 21 has a totally different feel and character from the original TIKI 21.

Richard Curtis, who built the TIKI 25, has described it as a ''powerful, solid, go-anywhere'' boat. This was the feeling that overwhelmed me. As I sailed this TIKI 25 (see Jim's Column) I thought: ''Am I wasting my time building a 63 ft. PAHI when everything I need for sailing is in this design?'' Wherever I stood, leaned or lay, there was a comfortable angle to rest against. Of course, I have to have a bigger boat to carry many people on Dolphin Cruises. For that matter, so does Richard Curtis. He now wants, and is going to build, a schooner rigged TIKI 31 as a workboat for his sail training youth schemes.

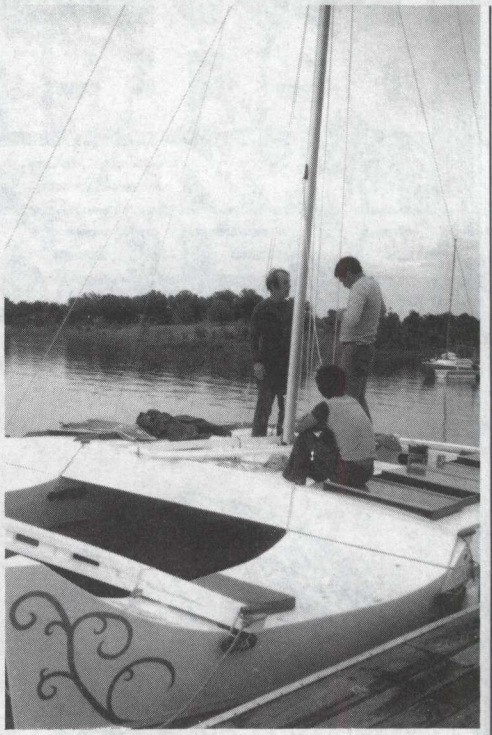
The TIKI 26 and the PAHI 26 (TIKIROA) are so close in size that the inevitable question will arise – though I doubt whether it will ever be agreed on – which design is better.

Glen Tieman with homemade sails has proved the seaworthiness of the PAHI 26, but we have very little information on its windward sailing performance in Coastal Trek conditions.

Ken Jones of America, wrote this about his first sail on his 'JANIE N', a beautifully decorated PAHI 26, (see also News from Sea People page):

''After a day and a half of final adjustments, we were ready to sail. We motored out (8hp Johnson X-long shaft) to the centre of the lake and turned upwind to get the sails up – Main and Yankee only. The winds were light, but the boat sailed very well until it was time to tack – it wouldn't! After trying a variety of techniques, I found that by leaving the jib cleated until the boat was ***completely*** *on the other tack, tacking was made quite easy. After a while I noticed, the mainsail was flapping. I had not secured the battens properly, and two of them had 'escaped'! We dropped the sails and motored back to the dock to avoid sail damage.*

After replacing the battens, many pleasant days of sailing followed. At the same time, I have been trying to 'tune' the boat. Being a raw novice to sailing (about 10 hours total previous experience), this became a season long task. I have recently discovered that the main also has a 'leach line', and that this was completely loose. That may partly explain why the main 'flaps' intermittently and that its shape is not really good. This year, with netting and a deck tent, our already fun and comfortable boat will be even nicer.''



His sailing information, due to lack of sailing skills, does not give a TIKI 26/PAHI 26 comparison. Remember, readers, it does help to have sailing experience or an experienced sailor on your first trip.

Andre Viljoen is planning to lauch his beautifully built and decorated PAHI 26, 'ANNA BLUME' – in the Spring in Ireland. (See News from Sea People page 37.)

TIKI 21

I will never sell my TIKI 21 (built by Richard Curtis). It is so easy to trail her, and in the 2 years since we bought her, we have trailed long distances and sailed her a lot, she still looks good and gives much pleasure.

News and sailing stories of TIKI 21s are coming in from all over the world. From Holland, Sebo Woldringh sent us photos and writes:

At last my TIKI 21 is afloat. It took me far more time and trouble to build her than expected (building time more than 600 hours), but the end result makes it up for alot.

I built her precisely according to the plans (very beautifully drawn and easy to understand) the only alteration I made was the mast. Because it was difficult to get wood of a good quality in the right proportion, I made it, just like Maurice Killen, of an aluminium tube (6m long, 10cm outsidde diameter and 3mm wall thickness) with wooden top and bottom ends, like the original. ⟶

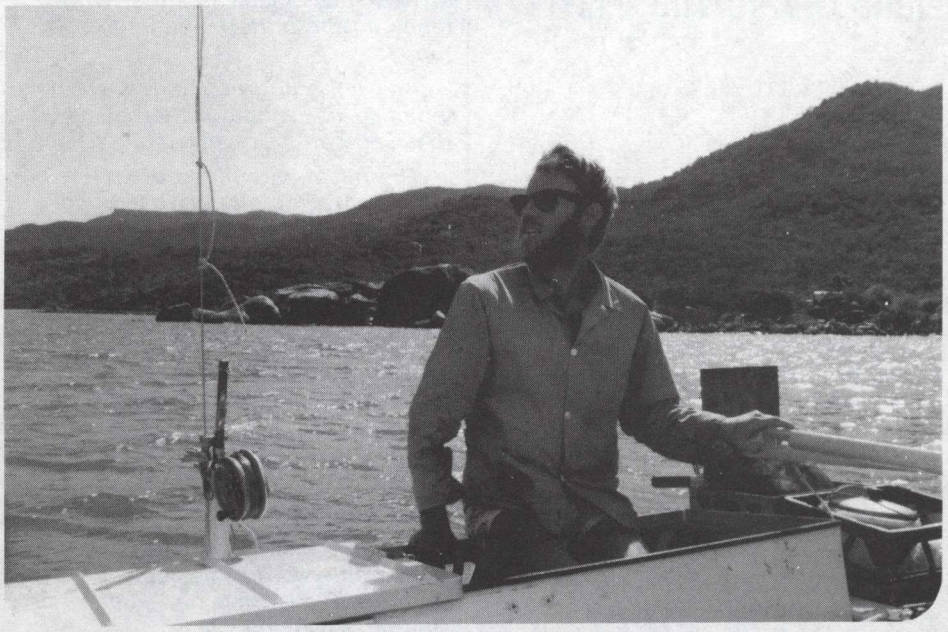
From Australia came more TIKI 21 photos of Peter Baillie's boat, sent to us by Bob Smart who, years ago, before emigrating to Australia, built an ORO in England, which under the new owners Chris and Jayne Moss, sailed out to the Seychelles in the Indian ocean (see 'Sea People/ Sailorman' No. 3 p.22). Bob Smart writes:

Dear Jimbo, Hanneke and little?

Peter Baillie sailed in to our beach the other day aboard his Tiki 21 ''Boris the Brave''. Your design incorporates numerous neat ideas that Peter has executed very well. I took a few photos that may be useful to you in showing off the good points of the design to prospective builders.

Peter only took three months to build the Tiki working full time with a friend, and he is now on his shakedown cruise from Brisbane to Cardwell and then back to Mackay where he will leave ''Boris'' during the Cyclone season.

These black & white pictures are from colour photos, sent to us, and all the boats shown look magnificent in colour.

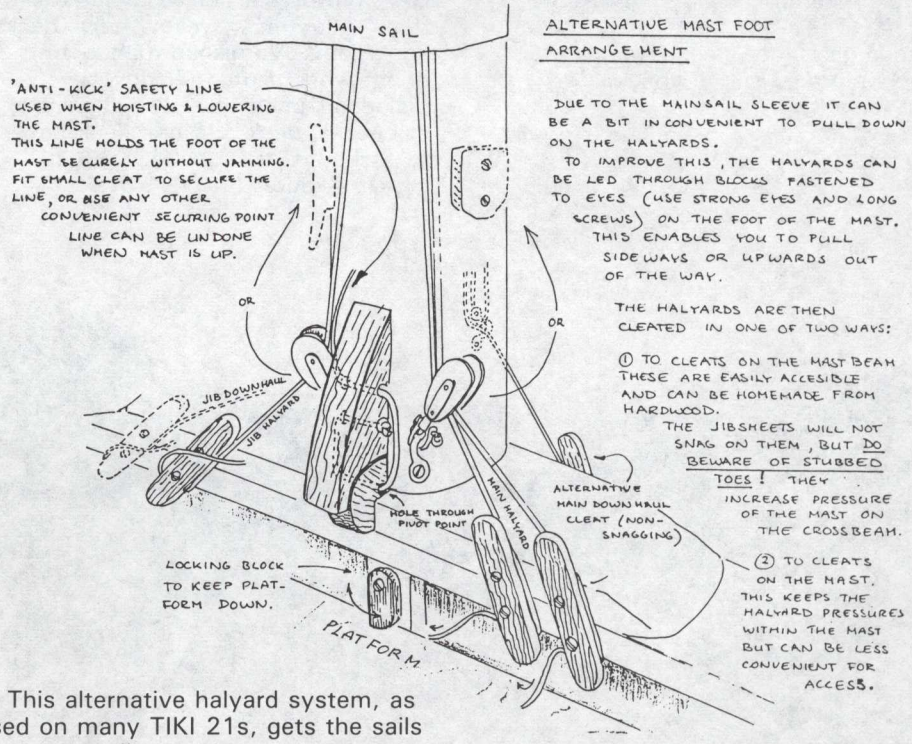


We launched the boat in front of our summer house (a former pump engine house) in Friesland and named her 'Illa-Tiki' (I liked the name 'Kon Tiki' but there is one already in my sailing area, so to avoid confusion I changed it. 'Illa-Tiki' according to Thor Heyerdahl is another name for the same Inca god.

The boat attracted much attention in the Frisian Canals and most people found her beautiful.

Since then we sailed and motored her to the 'Lauwersmeer' and tested her. The more we sail, the more we appreciate her possibilities. She is very fast and tacking is not as difficult as we thought it would be. We can sail her with the whole family (5 persons) and motoring with the Evinrude 8hp super long yacht twin is easy.

The only thing I still don't like is hoisting the mainsail, it is a very hard job to get it high enough.



This alternative halyard system, as used on many TIKI 21s, gets the sails up more easily.

FIBRE GLASS TIKI 21s

From Alfredo Fioritto, Carlo Desideri and Filippo Bucarelli, Italy, photos of a fibreglass version of the TIKI 21 arrived with these comments:

We are very happy to send you photographs of our boats, launched last Summer. Alfredo and Filippo launched theirs in the Tirresneau Sea and Carlo in a lake close to Rome (but he will take it to the sea next Spring). To celebrate the event, we gave a party in October with about 40 people on a nice beach on the lake.

On this occasion the TIKI proved to be a very strong boat, carrying many enthusiastic people (ten at one time) as if it was a tourist ferry! As you know, our TIKIs are made of fibreglass and polyester resin, built with the help of our friend Giorgio Olivetti – a canoe builder – who made the hulls. Each hull is the result of two shells glued together with tapes on the bottom line and on the top.

As the photograph shows we have modified the shape of the cabins so that you can sit comfortably inside.

The beams are made of an aluminium alloy (anticorrosal) and we successfully maintained your lashing system for connecting them to the hulls.

The mast is made of anticorrosal also. All three of us are enthusiastic about our boats, very comfortable, fast and stable.

As far as tacking is concerned, this becomes difficult with wind Force 3/4, so we are thinking about making larger rudders.

We'll be happy to have suggestions from you on this subject (as, for example, plans for a new rudder, or alternative solutions).

We'll send you news and photographs of our future experiences. Warmest regards.

NEWS: Andrew Blakey is currently working on a fibreglass TIKI 21 for general sale. His first prototype has good glass mouldings. We will keep you informed on the projects development.

FOR SALE New Wharram TIKI 21, GRP, prototype. Just completed sea trials. Alloy mast, yellow hulls, decks and beams. Varnished mahogany bright-work. Tinted windows. Includes launching and road trailers, sail cover, deck tent and deck cover. A. Blakey, Lytham (0253) 736112 Lytham, Lanc. U.K.

Finally, a full article on single-handed sailing a TIKI 21 from Philip Le Maitre, Guernsey, sailing his 'TIKI SUNRISE' "Fourty Miles in one Afternoon".

He sails in the very strong tidal waters around the Channel Islands, as fine a seaworthiness/speed testing ground as you will find.

Forty Miles in one Afternoon

by Philip le Maître

I'm usually quite happy to potter about, sailing to Herm Island or up and down the East coast of Guernsey. This particular Sunday afternoon I decided to take 'Tiki Sunrise' my TIKI 21, to Jersey and back.

Having listened to the weather forecast, the NE 2 to 3 increasing 4 to 5 later, seemed ideal. This would give me a reach both ways for the 34 mile round trip.

With being well into my second season as a TIKI cat owner (mono boats before) I'm beginning to know my boat very well. I know what to expect from her. This is why I decided to try some longer single handed trips.

Onboard 'Tiki Sunrise' the main is hoisted, the jib is fitted on and hoisted, tillers are unlashed. The mooring rope is undone from the large mooring cleat by the mast and brought round and fitted onto the cleat on the end of the front beam. This turns the bows off the wind and faces the boat on the right tack. The dinghy rope is tied to the mooring rope. Ready! now cast off, making sure the dinghy rope doesn't catch on the skeg. There is nothing worse than a dinghy stuck up your transom.

With the Force 3 on the beam we set off at a fine pace. Jersey is just visible 17 miles in the distance.

After twenty minutes of sailing I took a transit line. I had covered 2.6 miles. Putting this into the calculator, I came up with an average speed of nearly eight knots. Not bad at all.

There were large rafts of seaweed about so TIKI did the occasional zig-zag but looking down, the two skegs had weed trailing from them. TIKI was put head to wind, a little drift in reverse and in a couple of seconds the weed was gone, reverse rudders then back on course.

The sun is shining but it is hidden behind the mainsail (Sods law) so it's not that warm. An hour passed, soon Guernsey was well in the distance, Sark had been passed and left to starboard. The wind had freshened a little but the sea was still very calm.

Jersey was now closer than Guernsey, we were speeding along the miles were clocking by. Dersormes bouy was left to starboard not far to go now. The wind was now a fresh Force 4, we were tramping along.

Before I knew it the cliffs of Jersey were looming up on me. I had covered the 17 miles in exactly 2 hours. This was an average speed of 8½ knots – I couldn't believe I had come all that way in such little time.

The tillers were pushed away and TIKI went into a jibe, course was set for the return journey, this time more on the wind. The wind seemed stronger now, 4 or 5 maybe. I didn't want to land in Jersey as I don't have nav lights and the forecast was for more wind later.

The tide had now changed against the wind and a choppy swell had started. With spray flying off both hulls I was getting soaked. As I was wearing shorts my legs were shaking with the cold. (The sun was still behind the mainsail) So I put an old coat over them and this soon warmed them up.

When sailing, the outboard motor is always stowed in one of the cabins, the outboard well make's a great footrest. When pulling in sheets you don't go sliding across the platform on your backside.

I veered off the wind a little to allow for the tide. With a 4 to 5 on the beam 'Tiki' sliced through the short chop with great ease and speed. The leeward hull was buried in spray as she approached her maximum speed.

As we were hit on the side by waves the windward rudder shot clean out of the waer, from time to time, but the windward hull never tried to lift.

A small yacht was seen about a mile ahead sailing on the same

course, in no time it had been caught up and passed. It was like he wasn't moving.

Guernsey was getting close all the time. Althought the wind was on the beam, waves were coming from behind caused by the tide, we accelerated down these with spray flying everywhere. It was like someone was throwing buckets of water over me.

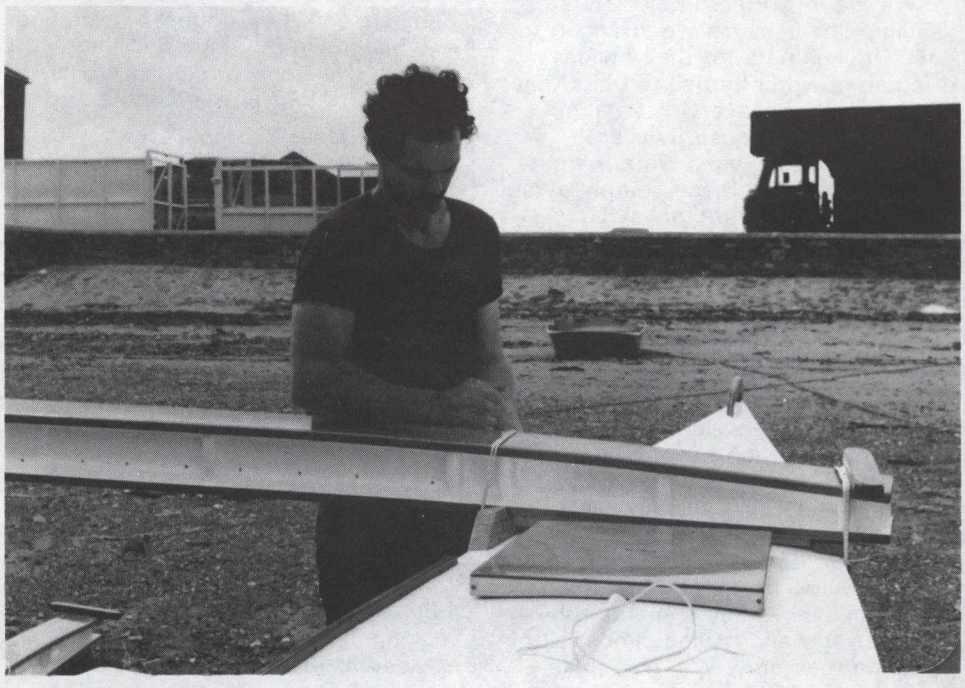
In no time at all we had arrived by St. Peter Port harbour. Looking at my watch told me I had made the 17 mile return journey in the incredible time of 90 minutes this was an average speed of nearly 11½ knots.

With the time being only 16.30 I decided to sail to Herm Island. I dropped anchor in Herm harbour and sat on my helmsman seat drinking my flask of coffee. With the sun shining it was peaceful just watching all the day trippers leaving for Guernsey. Up anchor and a quick sail back to Guernsey covering the three miles in twenty five minutes.

So this was the end of a lovely days sailing. In one afternoon I had covered forty miles and not used one drop of petrol.

As a matter of interest I have ordered a smaller jib from Jeckells (43 sq. ft.) to use in stronger winds. This winter I will have an extra row of reefing lines fitted to the mainsail. This will help to slow the boat down in heavy seas. Also I am going to fit a safety line. A line to run from the mooring cleat to the middle of the stern beam. I will be able to clip on to this and still reach every part of the boat. I think the biggest fear of single handed sailing is to get washed overboard (or just slip and fall in).

As you can see I am enjoying my sailing very much. Sailing the TIKI 21 is an experience all of it's own.



NEWS FROM SEA PEOPLE....

ITALY

*John Heath, whose article **'By Canal to the Med and on to Elba'** on his TANGAROAA Mk IV 'Ying Yang' was published in 'Sea People/ Sailorman' No. 5, p. 11/12, sent us his latest news from Italy:*

"Just a short note to let you know that we spent a quiet, safe and uneventful winter in Elba. Except for the cost of living (about comparable with Britain) it is a superb wintering spot and in addition allowed us to make expeditions to Florence etc. Italian railways are very cheap and efficient. In fact Italy is a wonderfully seductive country but we have come to the conclusion that the combination of poor harbours and fickle winds make it a country more suited to exploration by motor caravan than by sail. We will leave here in the next day or so and head for Rome, partly for the obvious cultural reasons but also because during our stay in Elba we met a Tane builder who is based in Ostia Antica where there are a number of Wharrams moored. We badly need to be among the familiar for a while and to share experiences with sailors of similar boats. We met an Italian here the other day who was captivated by Yin Yang. We gave him your address and as hard a sell as our poor Italian and his poor English would allow. I hope you hear from him.

We are in Northern Italy after leaving Elba because we arranged to meet friends here for their holidays. We can now confirm all the bits that Jim and others have written about non-sailors and house dwellers. Although the 2 weeks were a great success we were made sharply aware that our attitudes and physical abilities had changed considerably. We had forgotten how white your skin can become in Europe (especially after the weather you have had for the last 18 months) and most of all how unstable even the deck of a polycat is for a non sailor. I remember the first time we sailed with Bob Evans (not that long ago) being astonished that he could stand and walk about on deck when I had to go on all fours. I think we had the same effect upon our friends. They had one major quality that endeared us to them however. They respected the use of water and hauled almost all of it during their stay. We miss them."

BRITAIN

After a phone-call from Ruth, Ernald Pearson, who was just leaving for the West Indies on his TEHINI 'MAHINUI' sent this short report:

"After completing a major refit, our TEHINI 'Mahinui' went on charter in June and successfully completed many weekly charters in the Bristol Channel. We are based at Ferryside just South of Carmarthen with access to Carmarthen Bay and the resorts of Tenby and Saundersfoot, then across the Bristol Channel to Ilfracombe and Barnstable Bay. Lundy Island has improved its facilities as a bird sanctuary, enough to make it habitable for bird watchers, and we were able to make several landings this summer.

Our two weeks charter South around Lands End to Plymouth for the Annual PCA meeting went very well with the best sail of the season between Falmouth and Plymouth. I would like to thank Steve Turner for all his work in making the meeting a success. On our return journey we were helped North from St. Ives by a SW gale which built to a severe gale 9 and we sailed into Milford Haven 13 hours later with everyone on board in good spirits.

As I write this we are in Milford Dock awaiting suitable weather to start our 'Great Winter Sail' to the Canaries and the Caribbean, returning late March via Bermuda and the Azores. If anyone would like to sail with us in 1987 please contact:

John Turnbull, Church Cottage
Brimton, Nr. Reading, Berks
Tel: 0734 712892

This was followed by this cryptic note after sailing to Coruna. Knowing Ernald's sailing drive, I wonder how strong that S.W. gale off Finisterre was.

"Arrived safely after nearly 7 days – last two SW gale and just could not make it around Cape Finisterre so drifted back to La Coruna. Boat well – crew shaping up – all enjoying the trip. Next stop Lisbon. Lots of dolphins."

We have since heared, that he had arrived in Marrakesh, after calling at Lisbon, Gibraltar and Algiers and is on his way to the Canaries.

Ralph Griffith, TIKI 21 builder, Exeter, writes:

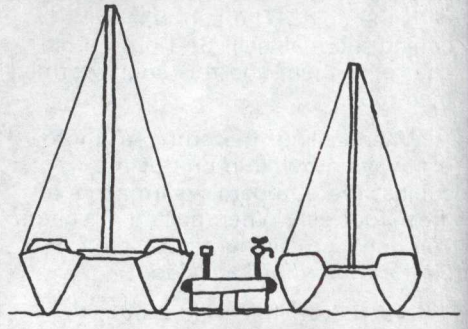
"The performance of the boat has exceeded my expectations, and after sailing in the River Exe for many years with drop keels and swinging rudders, the freedom I experience so long as there are 15" of water, gives huge pleasure.

I have cheated a bit. Being 74 with two artificial hips, I have built cockpits between bulkehads 2 and 3 to provide comfortable sitting and easier space for my rather stiff movement.

I have also invested in a good roller reefing gear which has enabled me to gain an extra two square metres of foresail. The boat remains well balanced and very light on the helm. I realise, of course, that this alters the parameters of seaworthiness that were inherent in your design."

If asked, I would never advise a 74 year old with two artificial hips to build and sail a TIKI 21. I, and many builders, complain about our bad backs. Fortunately, our female companions do not seem to suffer from them (or at least they do not complain like I do). As a result of Ralph Griffith's letter, our 'excuse' for sympathy will be much diminished. (Ed.)

Moorings



CATAMARANS

from the largest to the smallest – welcome on tidal moorings alongside jetty with water and electricity. Convenient Shoreham Station and Harbour entrance.

Write:

D. Pinn, The Boathouse
'Pinn Quay'
41 Riverside Road, Shoreham-by-Sea
W. Sussex. BN4 5RB.

U.S.A.

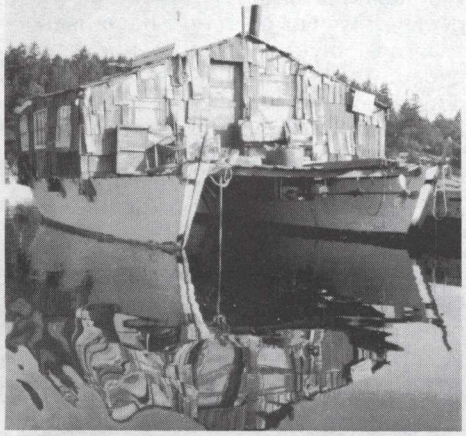
This letter from Ken and Jane Jones, TIKIROA builders in the U.S.A., reads rather like a letter produced for 'Sales Literature', but it does show an increasing confusion over ''what boat?'' from the 'Coastal Trek' range. Ken and Jane's first sailing experiences are described on page 2.

''Now that I know a little more about boats and what I want and like, I still think Wharram Designs are the best available for the home builder. The combination of easy building, seaworthiness and a bias toward cruising, produce a boat that gets built and gets used for a minimal investment of both time and money. I would be willing to bet that your plans have the highest completion percentage of any for boats of similar size and complexity. We also get many compliments on the beauty and craftmanship of our PAHI. We, of course, vainly take all the credit, even though we know that if we had chosen differently, we might have only a pile of incomplete junk in the back yard.

As much as I like the TIKIROA (especially the looks), I would not choose it if I were choosing now, I have become a TIKI series fan. I think the TIKI 26 is a better boat in the maxi Trailer-Sailor class. The TIKI 25 is great for a person attracted to maxi performance but realistic enough to pick a boat that is capable of more than just racing. But if I was starting now with my current experience I would choose the humble TIKI 21. This I would trailer to the lake or shore of my choice. Then I would start a big boat to island hop, charter, live aboard or whatever. Something of about 40'. (Well, maybe a TIKI 31 would suffice.) But since I am not starting over, I still am thinking seriously about building a TIKI 21. We had so much fun building the ''JANIE M.'' that I have been looking for excuses to build another boat, and with the TIKI, the reasons are easy to come by. In the parlance of the computer trade that I work in, the TIKI 21 is extremely ''cost effective''. I know of no other boat design that offers its combination of performance, accommodation, versatility, looks and low cost. Oh, did I forget to mention that she is a beachable gunkholer too?''

From Robert S. Underwood, U.S.A. ORO builder.

''Enclosed is a picture of a 40' NARAI that is a puppet show theatre in the San Juan Islands. The theatre was called the Rainbow Theatre and the boat was called the Jonathan Livingston Seagull.''



NEW ZEALAND

The news from New Zealand is, that our good friend, Ted Berry, had to give up being the Wharram representative due to other commitments.

Fortunately, Tim and Heather Whelan (and baby Faith) are there in time to take over from Ted Berry. There will be news from and about them in the next issue of the magazine.

SOUTH AFRICA

From Lawrence and Allison Moorcroft, NARAI Mk IV builders, South Africa

''Polycat news from down our way is that a second CAPTAIN COOK was launched here on Easter Sunday (30 March 1986) Photograph included. The first one 'Yanka' was lost down at the Cape earlier this year remember. (See Sea People No. 6 p. 27) This new one is owned by a German chap called Karl Rohrsetzer and named 'Taheke'.

2 more CAPTAIN COOKs are well advanced up in Zululand. I popped in to see them on the way to the Unifolozi Game Preserve. One will possibly be launched around Christmas time.

A TANGAROA called 'Pandora' arrived in Durban some time back. It was in rather bad shape but is now being refurbished by the two young chaps that bought her in Cape Town and sailed her here to Durban (1,000 miles). She was apparently built in England and sailed to South Africa. I have given the new owners your address as they knew very little about Wharram cats.

The idea of a mutual assistance/interest group here in South Africa does not seem practicable at this stage as there are too few Wharram owners/builders at present, and they are too far apart for regular get togethers. It is therefore imperative to keep abreast of polycat news through your magazine.

I am already looking forward to the next copy of 'Sea People/Sailorman'. Saw the article in the Yachting Monthly of your 63' 'Quetzalcoatl'. How about a 'photo-progress report' of it's building sequence in the forthcoming 'Sea People/Sailorman' editions??'' *(Will do, Ed.)*

IRELAND

''Since September we have had an Indian Summer in Ireland. Nothing could be more pleasing for catamaran builders. Usually at this time of the year, depression sets in, with schedules not quite reached and grey damp skies defeating even the most valient attempts made to heat plastic sheds.

Fiach O'Brolchain has been preparing to turn his first CAPTAIN COOK hull. To do so he needs to demolish a garden wall which has turned out to be built of re-inforced concrete; so it is slow work.

Paddy Duffy also in Dublin, has started cutting out panels for his HITIA which he plans to finish during the winter. For building he has access to a spraying booth in a factory which should prove ideal.

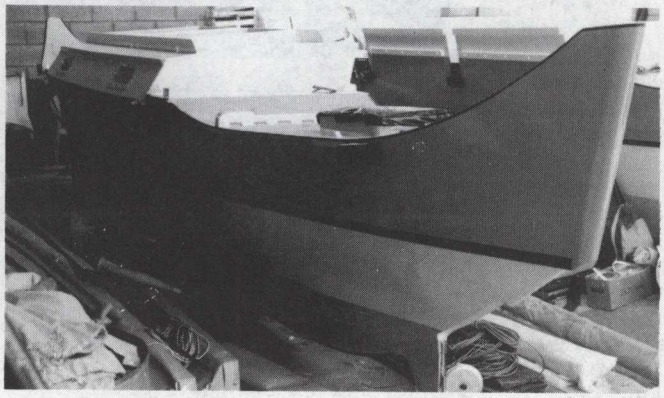
My own TIKI ROA 'Anna Blume' is only weeks away from completion. Last night I applied the last coat of paint to the platform panels and hatch covers. Now only the wishbone boom and outboard box require completion. If the weather remains good, and it is not too cold, I will launch the boat for about a week of trial sails in Dublin Bay and then rush off to find some work.

She looks very striking with bright yellow/orange topsides separated from the white lower hull side panels by a black stripe along the chine. The two main crossbeams at each end of the cabin are also yellow with all decks grey. For painting I have used twin pot polyurethane throughout except on the decks where a conventional non-slip paint is used. Provided you spread the paint out thinly there is no difficulty using brushes to apply it. The finish is very good and many people ask if the hull has been sprayed.

Bob Maker lives on the shores of Lough Eam in N. Ireland where he has been coastal trekking for a number of years. The Lough is about 35 miles long with many small islands where it is possible to camp. Bob has been doing this using a 16' dinghy but now would like to build a TIKI ROA for use on the Lough and in Donegal Bay on Ireland's N.W. Coast. Having used his dingy for a number of years he sees how well suited the catamaran is to his style of sailing – there is no need to set up camp each night, loading and unloading gear or to find suitable patch to pitch his tent as the boat itself is the camp site, both stable and dry.

Between the four of us mentioned above and Francis Douglas in Crosshaven, I plan to arrange a meeting during early June probably at Dublin Bay. In order to help planning, can other interested PCA members write to me at 1 Baldoyle Rd., Dublin 13, as soon as possible.''

Andre Viljoen



The beautifully finished and painted 'Anna Blume'

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DISASTER

From T. Brown we received this short note and photograph. He has our deepest sympathy. All of us will be aware that such a disaster could happen to us. Rally round those, who can offer help – See also 'Equipment for sale'.

''This is a short article for your Disaster Page.

I have been building a NARAI Mk IV for some eight years and have gone through all the usual financial and social problems, tests of one's commitment and some particular practical problems which included the necessity, some two years ago, of having to move two hulls some seven miles to a new site.

Anyway, last April, my beautiful, well made, boat was virtually complete with plans to launch in Bristol Docks this year. However, one weekend an arsonist (I usually describe him/her in other words) put paid totally to the boat and, of course my immediate plans have gone up in smoke – literally!!

For the benefit of other builders I will briefly mention the subject of insurance. Firstly any sum which you may eventually receive does not compensate for the loss of a great part of one's life. However, I strongly urge all builders to not only take out insurance but be fully aware of the finer details (or the small writing) since disaster, as I found out, doesn't always occur to other people. The insurance you take out could be for a 'finished boat' so take this into consideration when deciding on the insured amount. It is easy to under-insure because of this.

Finally, but most important as I found out, do keep receipts for all your purchases. A nuisance but well worth the trouble.''

Back Issues of Sea People/Sailorman

We are re-printing most of the articles published in the 'Sea People/Sailorman' issues No. 1 – 4, Nov. 83 – May 85. A compilation of these issues, 60 pages at a cost of £3.00 (£3.50 incl. postage, in the UK, Europe and overseas surface mail, £4.50 overseas by air) is available through the PCA or James Wharram Designs.

IMAGINE CHARTERS

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MILLBROOK, TORPOINT, CORNWALL PL10 1EN

TIKI 21'
TANE 27'
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PAHI 31, Superb example, fast, safe and comfortable. Marine ply epoxy sheathed roller furling on all 3 sails, full headroom, sleeps 5 – 6. Extensive cruising inventory including cockpit cuddy and decktent. Launched 1985. £8,000 plus extras. Phone: 0742 367199 (U.K.)

PAHI 31 'GADZOOKS', Excellent condition. (see SP/S No. 6 page 30) Contact: P. Richardson 0389 50859 UK (evenings).

NARAI Mk IV 1986. Beautifully constructed of Thames Makore Iroko Epoxy GTC. Interior designed for liveaboard in cold climes. Many extras. Offers or shares. Guy Barron, Newton St. Cyres 258. U.K.

NARAI Mk IV. See 'Sea People/Sailorman' No. 6, p. 21 – to be sold (no details available yet) as owner cannot afford the £2,000 mooring fees in Spain. Offers to: J.A. Villalba, c/Finisterre 5, Las Matas, Madrid, Spain.

AREOI – part built.

''I am recovering from my second (and major) heart attack; hence no more building can be undertaken. The part built hull (only needs glassing really) keel and bulkheads for 2nd hull, resin, glassfibre, wood, etc. – FREE to anyone interested.''

B. Ingamells, 'Hallcroft' Pond Road, Bracklesham, Chichester, W. Sussex. PO20 8HR, U.K.

(Heart attacks leave people very depressed and we feel, that anyone interested should make Brian Ingamells a reasonable offer. Ed.)

Equipment For Sale

NARAI Mk IV. Set of 5 new sails, 2 new, silver anodized aluminium spars with winches, sliding gooseneck, all lights. New 16hp four-stroke aircooled DUCATI diesel with 12 volt dynastart, 4 laminated beams of columbian pine. Due to loss of boat by fire (see 'Disaster', above). Offers to T. Brown, Tel. Fillongley 41078, U.K.

Mast, Boom, 5 sails including Spinnaker, Johnson 15hp motor, anchors, chain and warp and various useful bits of hardware suitable for 28' – 31' boat. Offers: Vince Lane; Tel. Crediton (03632) 4536, U.K.

Crew Wanted

Marten von Jena (see p. 4 – 7) is looking for one or two crew sailing from California to Hawaii next year. Write to: Marten von Jena, c/o Ann Cottrell, 317 Walnut, Santa Cruz, Ca. 90560, U.S.A.

Sailing companions, m/f, for Flotilla or Charter holiday, Yugoslavia Summer 1987. Geoff Tate, 3 Devon Road, South Darenth, Dartford, Kent, U.K.

SUMMER MEETING at Millbrook, Cornwall 2 – 3.8.1986

by Jim Jones

Arriving at Millbrook was like coming home. After a week with Steve on 'Imagine' (Steve Turner's ORO Charter Catamaran) in April, my wife Lynne and son Jamie were in total agreement. (At last, the years of subtle, and not so subtle, i.e.: ''You can suit yourself, I'm Orft'' brainwashing had paid off.) We were getting a boat and 'retiring'?? So, another week of 'Sailing Instructions' were booked, and as an added bonus the PCA's Annual Meeting was to be held at Millbrook. Not having been to a meeting before, we were quite apprehensive, as we were not life-long experienced 'Sea People' and naturally, (and wrongly as it turned out) we thought, we might be left out of things.

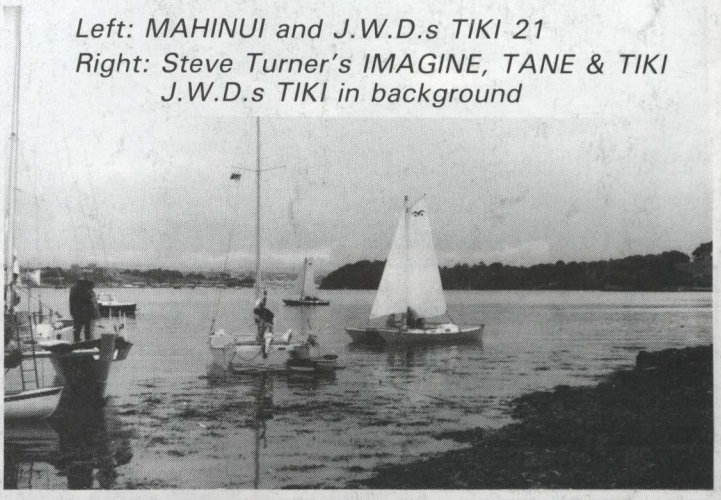
As I said, we were made very much at home. The ''Take that with you, dump that over there and hang on to that'' at home feeling and getting settled in was great. The barbeque was all set up and a covered area was rigged, (sensibly covering the booze and not the high fibre and high calorie nosh). That corner of Millbrook is particularly beautiful and perfectly accesible to Polycats – accesible, weather permitting, of course – therein lay the problem apparently due to the inclement what's it and low pressure thingamyjigs.

There were only a few who had made it (the weather on the Friday was so atrocious, that the whole sea-scouts camp of an international meeting across the river was washed or blown away). However, there were enough to make things interesting. Apart from Steve Turner's ORO 'Imagine', as well as his TIKI and TANE, there was the magnificent TEHINI 'Mahinui' of Ernald Pearson, the TANE of Mike O'Sullivan, just up from Portugal and James Wharram Designs' TIKI and outrigger canoe.

It was wonderful to watch the craft that was there, strutting their stuff, the majestic promenading of the ORO and TEHINI, the graceful speed and obvious stability of the TANEs and intermingling at seemingly Mach I speeds were the TIKIs.

As a footnote to all of this, a friend of ours, Sue, whose only acquaintance with water had been of the tap variety, came to spend a week on 'Imagine'. She arrived late afternoon, changed, came down the ladder to join us, sat down in the mud, dressed, started again; sat and stood around in the sometimes pouring rain and wind all night, eating burnt offerings and drinking beer and talking to complete strangers. Bedtime came and, hanging on to a rope, she walked, plodged, through ankle and sometimes knee deep mud out to 'Imagine', washed off the mud with a bucket of water and went to bed with black toenails, woke up in the morning at the crack of eight and swore, she'd never slept so well in her life, she'd had a wonderful night talking to all those interesting people and, was the barbeque still alight, and do you think there are any sausages left? That about says it all.

To the PCA and everyone there who, inspite of, or perhaps because of, prevailing conditions made it a good meet, thanks, and roll on '87.



Left: MAHINUI and J.W.D.s TIKI 21
Right: Steve Turner's IMAGINE, TANE & TIKI J.W.D.s TIKI in background

A Merry Christmas to all Sea People

MEETINGS IN GERMANY

We received news from Germany, that there will be an informal meeting of Wharram builders/ owners on 7.2.87. at Dirk Schlatow's house: Forsthaus, 2051 Kroeppelshagen, Germany. Tel: 04104/ 45 43.

Amongst other items, details of a larger Summer meeting, with boats, will be discussed. This meeting will most likely be from 24 – 26.7.1987 on the Schlei. This means that it will be held a few days before the 6th International Multihull Meeting at Kiel, Germany, which will be held from 30.7. – 2.8.1987. Details of this meeting are available from 'Multihull Deutschland' Parkallee 227, 2800 Bremen 1, Germany.

A.G.M. WINTER MEETING

The A.G.M. will, again, be held at Earls Court, but not at the West Brompton Lounge as last year, but in the South Lounge on the ground floor by the Canal Boat and Alpine restaurants from 3 p.m. - 7 p.m.

on Saturday 17th Jan

DO ATTEND

BRITAIN – SUMMER MEETING

To commemorate the 20 years existence of the P.C.A. Steve Turner has suggested we hold a **double summer meeting**. Starting the weekend of 15 – 16 August, at Millbrook, Plymouth – followed by a sail to the Scilly Isles, and finishing with the weekend of 22 – 23 August at J.W.D.'s base at Devoran.

Each shore based meeting can be attended individually by non boat visitors, but, it would be nice to get lots of people on boats to attend the weeks sail.

START PLANNING NOW!

For more details contact Steve Turner.

PLEASE FORWARD or return to : James Wharram Designs, Greenbank Road, Devoran, Truro, Cornwall TR3 6PJ, England.